

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 8547

晚五十月四年三統宣

SATURDAY, MAY 13 1911

六拜禮

號三十月五年五港香

\$30 PER ANNUM.
SINGLE COPY 10 CENTS.

SPECIAL TELEGRAMS.

HOME RACING.

THE STEWARD'S CUP.

[THE "TELEGRAPH" CORRESPONDENT]

London, May 12th, 6.55 p.m.

The result of the race for the Steward's Cup, which was run off to-day, is as follows:—

1. Minohead
2. Sunningdale
3. Bobbin.

EMPIRE FESTIVAL.

OPENED BY THE KING AND QUEEN.

[THE "TELEGRAPH" CORRESPONDENT]

London, May 12, 6.55 p.m.

Their Majesties opened the Empire Festival to-day at the Crystal Palace.

Yesterday we gave a lengthy description of the Festival, explaining its novelty and gorgeous beauty, and detailing the amount of money that had been spent in the erection of the various buildings.

MR. BALFOUR IN AIRSHIP.

[THE "TELEGRAPH" CORRESPONDENT]

London, May 12, 6.55 p.m.

Mr. Graham White, the well-known British aeronaut, carried Mr. Balfour, leader of the Opposition in the House of Commons, in his aeroplane at the aero manoeuvres at Hendon.

There was a large crowd to witness the Parliamentarian's ascent, and many of his colleagues were amongst the spectators.

BOXING.

TOMMY MURPHY AND KNOCKOUT BROWN.

[THE "TELEGRAPH" CORRESPONDENT]

London, May 12, 6.55 p.m.

Boxing yesterday in London, Tommy Murphy beat Knockout Brown on points.

The match was a very even one, and both men fought well.

Aéroplane Tests at Hendon.

REUTER'S SERVICE TO THE "TELEGRAPH."

Bombay, May 13th 7.15 p.m.

The Premier (Rt. Hon. H. H. Asquith), Mr. A. J. Balfour, many Cabinet ministers, members of the Board of Admiralty and Army Council, and two hundred parliamentarians witnessed comprehensive tests of aeroplanes at Hendon.

SPECIAL TELEGRAMS.

WIRELESS SYSTEM IN PHILIPPINES.

[THE "TELEGRAPH" CORRESPONDENT]

Manila, May 13, 12.5 p.m.

At a special meeting of the Board in Manila, Secretary Elliott, Colonel Scriben and Commander Jackson recommended the Secretary for War to complete the wireless system in the Philippines, and thus replace cables.

PHILIPPINES AND THE CORONATION.

[THE "TELEGRAPH" CORRESPONDENT]

Manila, May 13th, 12.5 p.m.

Six thousand pesos have been subscribed in the Philippines for the projected celebrations in connection with the Coronation of King George V.

TO MAINTAIN THEIR REPUTATION.

[INDEPENDENT NEWS AGENCY.]

Tokyo, May 13th.

A system of strict examination for the export of habutai was adopted among the Japanese traders with a view to maintaining their reputation.

COAL MINE QUESTION.

[INDEPENDENT NEWS AGENCY.]

Tokyo, May 13.

The Fu-chung coal mine question has been concluded between Japan and China, as was reported the other day, and the signing of the agreement has been practically carried out.

SIR HORMUSJEE MODY.

FRENCH HONOUR CON- FERRED ON VETERAN MERCHANT.

We are pleased to state that Sir Hormusjee Mody has been presented by the French President with the Legion d'Honneur. We feel sure we are but voicing the sentiment of the whole community when we say that the coveted distinction has been richly merited. The fact is well-known to local business-men that it was chiefly due to Sir Hormusjee's energetic and unrelaxed efforts that the rich coal mines known as Charbonnages were started, Sir Hormusjee being the prime mover in the matter. Another fact which those responsible for the bestowal of this newest honour on Sir Hormusjee must doubtless have taken into consideration when they decided to show a tangible proof of their appreciation of Sir Hormusjee's sterling qualities was his intimate connection with the salvage of the French flagship "Sully" some three or four years ago. In conclusion, we can only express the hope, which we are sure is generally shared by the whole community, that Sir Hormusjee will be spared for very many years to enjoy the distinction of which he has been the fortunate recipient.

REUTER'S TELEGRAMS.

THE OPIUM QUESTION.

IMPORTANT ANNOUNCE- MENT.

REUTER'S SERVICE TO THE "TELEGRAPH."

London, May 12th.

Mr. Montagu, Under Secretary of State for India, replying to a question in the House of Commons, stated that in consideration of the fact that 21,000 uncertificated chests of opium in bond at Hongkong or at the Treaty Port were now entering China, the Indian Government had agreed that the authorised export of certificated opium in the next three years shall be correspondingly reduced.

CAMPAIGN AGAINST OPIUM.

The President of the Board of Finance will pay a visit to Canton shortly to enquire into the state of the finances of Canton, and the question of the suppression of gambling. Great preparations are being made for his reception.

REFORM OF THE HOUSE OF LORDS.

REUTER'S SERVICE TO THE "TELEGRAPH."

London, May 12th.

Mr. Balfour, speaking at the Albert Hall, heartily supported Lord Lansdowne's Reform Bill.

THE CHARGE AGAINST STOLYPIN.

DENOUNCED BY MAJORITY IN DUMA.

REUTER'S SERVICE TO THE "TELEGRAPH."

Bombay, 12th May, 12.2 p.m.

At St. Petersburg, after several hours' debate, the Duma, by a majority of 202 votes to 82, passed a motion charging M. Stolypin with transgressing the Constitution by employing the Imperial prerogative for the purpose of establishing local autonomy in the western provinces.

[It will be remembered that on the 15th April, in the Council of Empire, M. Stolypin defended the coup d'état (by which the Tsar suspended the sittings of the Council and the Duma and issued a Ukase introducing local Councils in Poland, after this proposal had been rejected by the Council of Empire and the Duma).

The Council by 99 votes to 53 re-affirmed its dissatisfaction with the unconstitutional action of the Premier, but as the majority did not represent two-thirds of the votes the Tsar could be petitioned and the matter therefore dropped.]

REUTER'S TELEGRAMS.

THE TROUBLE IN MEXICO.

REUTER'S SERVICE TO THE "TELEGRAPH."

Bombay, May 13th, 7.15 a.m.

A telegram from New York says the Mexican insurgents have proclaimed Juarez as capital, and have appointed a provisional government.

The diplomats in Mexico City met at the American Embassy, and decided to take concerted action to protect foreigners in certain eventualities.

HAGUE CONFERENCE.

REUTER'S SERVICE TO THE "TELEGRAPH."

Bombay, May 13, 7.15 a.m.

It is now certain that the Hague Conference will not be held in 1915.

SIR MATTHEW NATHAN.

It is reported that Sir Matthew Nathan is to succeed Sir Eldon Gorst in Egypt. The news, we understand, was received in Egypt with delight. Sir Matthew is a man who can make a strong policy and carry it out. Wherever he has been governor he has given the utmost satisfaction, and both natives and whites have been sorry when his term has expired.

This is equally true as regards Hongkong, where he was Governor from 1903 to 1907, previously having been on the Gold Coast. He left this Colony bearing everybody's kind regards and wishes for his future success in Natal.

If the rumour proves correct Egypt will benefit in many ways, and under his administration it is possible that a new commercial era will open in this ignorance-stricken land.

Sir Matthew, who was born in 1862 in the month of January, entered the Royal Engineers in 1880, became captain in 1889; Major in 1891; Brevet Lieutenant Colonel 1907.

He served in the Nile Expedition in 1885 and in the Lushai Expedition in 1889, gaining the medal with clasp. He acted as secretary of the Colonial Defence Committee from 1895 to 1900, and administered the government of Sierra Leone in 1899, Gold Coast in 1900 to 1903.

He then became Governor of this Colony.

The "Hoei Pad" contains a wonderfully clear article on the disadvantages to China of preserving the old solar-lunar or "female" calendar instead of accepting at once the Western or "male" (i.e. solar) calendar, so as to bring China into line with civilized powers in all that concerns status, contract, and political economy. It appears that almost exactly 1,000 years ago, one Shen K'wei had already proposed that the year should always begin at the first day of spring, that there should be no intercalary moon about every third year, and that the year should consist of twenty-four "breathings"—i.e., twenty-four solar divisions marking the 1st and 15th degrees of each zodiacal sign entered by the sun. The Astronomical Board had been considering the question of adopting Shen K'wei's system, but now it is considered that if a change is made, China had better follow Europe.—Peking Daily News.

CHINESE TELEGRAMS.

CHINA'S SHIPPING TRADE.

[SHAT PO SERVICE]

Peking, May 12.

The President of the Board of Communications proposes to develop the whole shipping trade of China after she has acquired all her postal rights.

RAILWAY DEVELOPMENT

[SHAT PO SERVICE]

Peking, May 12.

The President of the Board of Communications and the Board of Finance are considering the question of the different railways under the control of the Government and are of opinion that foreign loans must be issued for the development of these railways in the event of the funds proving insufficient.

CHINA'S RAILWAY SHARES.

[SHANGHAI SERVICE]

Peking, May 12.

The Board of Communications has instructed the superintendents and district engineers of the various railways in China to proceed with their work without any changes until such time as the Government will take over control.

Regarding the question of shares, the Board has not quite decided what course to adopt. The Board intends to despatch a deputy to investigate the number of shares. The shares will either be refunded or will be used for the development of branch lines. In all likelihood, these shares may be considered in the nature of a Government Loan.

KULUN FIRE.

HEAVY CASUALTIES.

[SHANGHAI SERVICE]

Owing to the destruction of the telegraphic station at Kulun by fire, the communications at Harbin, Heilungkiang, and Cheung Chuan were cut off.

Peking telegrams could only be sent as far as Fengtien.

Peking, May 12.

The number of casualties at the great fire was very heavy.

OUR LETTER BOX.

To the Editor of the "Telegraph."

THE RUBBER MARKET.

Sir,—In your issue of last night I read a statement published in a London paper "Public Opinion" respecting the outlook for rubber companies, which were formed after the "boom" and which Sir John Milbank, Bart., V.C., says cannot be productive until, say, six years from the time of the formation of the Company.

I was very interested in reading the ideas contained in these remarks, the more so, having more than six months ago formed very similar opinions myself in respect to the numerous companies that have been formed for the cultivation of this most valuable commercial product.

The position of the companies alluded to above, presented itself to me, somewhat as follows:

Taking the six years as presented to us by him and assuming for the sake of argument, that a company was formed with a capital of \$200,000, and that before the estate could produce rubber to place on the various markets of the world, a period of four years must elapse, it would not be, I think, unreasonable to assume the following figures:

Loss of interest for four years at six per cent. per annum, would amount to \$48,000 and cost of labour, salaries, equipment, &c., could be taken at about 12 per cent. per annum, extending over four years, and would amount to, say, \$96,000, leaving a balance available after four years of \$56,000 remaining out of the capital of \$200,000.

To be a remunerative investment to the shareholders, the company would have to pay for the remaining two years, dividends at the rate of thirty-six per cent. The shareholders would then be in a position, financially, as well as the company, provided that the company was able to continue paying dividends, and to increase its capital.

The above, however, does not provide against contingencies, inseparable from all agricultural pursuits, whether they be in the East or West.

I think, Sir, that if the figures I have given above, can be regarded as reasonable, and I do not think that they are much inflated, if at all, then many of the rubber companies which have been put on the market, but whose productive period has not yet arrived, will not prove to be the sound investment claimed for them by the promoters.

The value of Para rubber appears to be still on the decline, according to the quotations in the newspapers, and it is not given to us to know how far we are from the bottom, but with the expectation of the increase of supplies, and the companies above named approaching nearer to their producing period, it is not easy to see how there can be any material rise in prices for this commodity in the near future.

I am, &c.,

PARA.

DEPARTURE OF MR. J. W. HANSON.

Mr. J. W. Hanson, late Chief Detective Inspector of the Hongkong Police, left this afternoon by the s.s. Delta for the homeland for good. He has retired on a well-earned pension, after thirty-five years' service.

At Blanke Pier this afternoon the place was crowded with men of the Police force, and the whole of the detective staff (European and Chinese) to bid Mr. Hanson "bon voyage." Amongst them was Captain Lyons, Captain Superintendent of Police.

During the twenty-four hours ending noon to-day, one case of plague has occurred the victim being a Chinese. During the previous twenty-four hours two Chinese succumbed to the disease. Since the 1st of January 32 cases have been notified.

CRICKET.

An interport practice match was played on the Hongkong cricket ground this afternoon. After the recent heavy rains, the ground was not in an ideal condition for the summer pastime, but nevertheless a keen match was expected.

Mr. Elborough's team and Mr. Hancock's team were in opposition, and the following were the players:—

Mr. Elborough's team:—A. O. E. Elborough, R. P. Thursfield, R. E. O. Bird, G. A. Cooke, R.N., Capt. G. E. Garnett, R.A., Corp. Dempsey, K.O.Y.L.I., Lt. C. R. T. Thorpe, K.O.Y.L.I., D. E. Donnelly.

Mr. Hancock's team:—H. Hancock, R. Hancock, O. T. Hoso, T. E. Pearce, H. R. Makin, F. J. de Rome, M. M. Mass, Lt. N. J. Williams, A.S.C., Corp. Taverner, Capt. Clapham, R.A., Lt. Col. Hamilton, K.O.Y.L.I.

As had been anticipated the ground was not ideal, for though there had been a little sun there had not been enough to rob the pitch of its stickiness. Consequently it was of great help to the medium slow bowler. Mr. Elborough's team batted first, Lieut. G. A. Cooke, and A. O. E. Elborough opening to the bowling of Taverner and F. J. de Rome. Before any score had been made Lieut. Cooke fell an easy victim to Taverner who felled his bails, after seeing him missed in the slips. The first ball of his next over saw Lieut. Thorpe dismissed, putting up a catch to Pearce who held on. At fifteen de Rome's first wicket fell to clean bowling Capt. Garnett.

At 20, Dempsey, who replaced Capt. Garnett, fell to de Rome, who reached the stumps with a good lengthened ball, dismissing his man for 8. Eleven runs later Thursfield had a stump knocked out by Taverner, having compiled a useful eleven.

SCORES.

MR. ELBOROUGH'S XI.
Capt. G. E. Garnett, b. de Rome 2
Lieut. G. A. Cooke, b. Taverner 0
Lieut. C. R. T. Thorpe, c. Pearce...

Corpl. Dempsey, b. de Rome... 8
R. P. Thursfield, b. Taverner 11
In an hour's play Mr. Elborough's side had only compiled 50 runs of which Mr. Elborough himself had made 25 not out.

The scores up to the time of going to press were:—
Mr. A. O. E. Elborough not out 25
D. E. Donnelly not out 6
Extras 0

Total 50

The Weather Forecast.



On the 13th at 11.55 a.—The barometer has fallen rapidly over E. Japan, and risen moderately over N. China.

The depression lying over N. Korea yesterday, has moved Eastwards and lies now to the North of Hokkaido.

An area of high pressure is shown over N. China, and N.E. and E. winds will probably set in again over the Formosa Channel and the northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.25 inches.

Forecast District.

- 1.—Hongkong and Neighbourhood, S. to E. winds, moderate; showery.
- 2.—Formosa Channel, N.E. winds, freshening.
- 3.—South coast of China between Hongkong and Lamook, same as No. 1.
- 4.—South coast of China between Hongkong and Hainan, same as No. 1.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$15,000,000.
RESERVE FUNDS.....\$15,000,000.
Sinking Fund.....\$15,000,000.
RESERVE LIABILITY OF PRO-
PRIETORS.....\$15,000,000.

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G. H. Morrison, Esq., Chairman.
A. Forbes, Esq., Chairman.
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For 3 months, 2 1/2 per cent. per annum.
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For 12 months, 4 per cent. per annum.
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conducted by the HONGKONG
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Depositors may transfer at their option
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For the HONGKONG AND SHANGHAI
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N. J. STABH, Chief Manager.

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HEAD OFFICE—LONDON.
PAID-UP CAPITAL.....£1,200,000.
RESERVE FUND.....£1,200,000.
RESERVE LIABILITIES OF
PROPRIETORS.....£1,200,000.

INTEREST ALLOWED ON CUR-
RENT ACCOUNT at the rate
of 2 per cent. per annum on the Daily
Balance.
On Fixed Deposits for 12 months,
4 per cent.
On Fixed Deposits for 6 months,
3 1/2 per cent.
On Fixed Deposits for 3 months,
2 1/2 per cent.
Wm. DICKSON,
Manager.

Hongkong, 1st May, 1911. [22]

YOKOHAMA SPECIE BANK,

LIMITED.

CAPITAL PAID UP.....\$10,000,000.
RESERVE FUND.....\$10,000,000.

Head Office—YOKOHAMA.

Branches and Agencies
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HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of
2 per cent. per annum on the Daily
Balance.
On fixed deposit:
For 12 months.....4 per cent. p.a.
For 6 months.....3 1/2 per cent. p.a.
For 3 months.....2 1/2 per cent. p.a.
TAKEO TAKAMICHI,
Manager.

Hongkong, 13th March, 1911. [18]

INTERNATIONAL BANK-
ING CORPORATION.

CAPITAL PAID UP.....Gold \$3,250,000.
RESERVE FUND.....Gold \$3,250,000.

HEAD OFFICE—
60 Wall Street, New York.

LONDON OFFICE—
86, Bishopsgate.

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BANK OF ENGLAND,
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accepts Fixed Deposits at the following
rates:
For 12 months 4 per cent. per annum.
For 6 months 3 1/2 per cent. per annum.
For 3 months 2 1/2 per cent. per annum.
GEO. HOGG,
Manager.

No. 9, Queen's Road Central.
Hongkong, 10th Feb., 1911. [19]

Banks.

DEUTSCH ASIATISCHE
BANK.

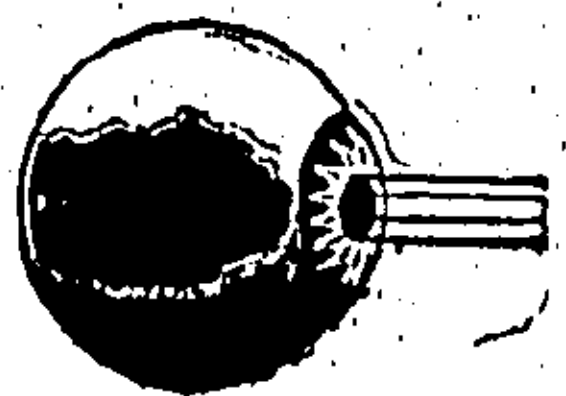
CAPITAL FULLY
PAID-UP.....Sh. Tels. 7,500,000.
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Berlin Calcutta Hamburg Hankow
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Accounts, DEPOSITS received on terms
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exchange and discount transacted.
R. TIMMERSCHIEDT,
Manager.

Hongkong, 16th Mar., 1911. [2]



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Hongkong, 1st April, 1911. [29]

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Assets.....\$415,250.00
Income for Year.....\$566,559.00
Insurance Fund.....\$216,813.00

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B. W. TAPE, Esq., District Secretary.

ALEXANDRA BUILDING.

O. LAUDER, Esq., Inspector,
Hongkong.

ADVISORY BOARD,
HONGKONG.

Sir Paul Chater, Kt., C.M.G.
T. F. Hough, Esq.
C. J. Laforest, Esq.

Hongkong, 26th Jan., 1911. [310]

PEAK TRAMWAYS CO.,
LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 min.
10.00 a.m. to 11.00 a.m. " 15 min.
11.30 a.m. to 12.45 p.m. " 15 min.
12.45 p.m. to 1.15 p.m. " 10 min.
1.15 p.m. to 1.45 p.m. " 15 min.
1.45 p.m. to 2.15 p.m. " 10 min.
2.15 p.m. to 3.00 p.m. " 15 min.
3.30 p.m. to 5.00 p.m. " 15 min.
5.00 p.m. to 8.00 p.m. " 10 min.

NIGHT CARS.
8.45 p.m. and 9 p.m., 9.45 to 11.15 p.m.
every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 min.
9.00 a.m. to 9.30 a.m. " 30 min.
9.30 a.m. to 10.30 a.m. " 15 min.
10.30 a.m. to 11.00 a.m. " 10 min.
11.45 a.m. to 12.00 noon " 15 min.
12.00 noon to 1.00 p.m. " 10 min.
1.00 p.m. to 5.00 p.m. " 15 min.
5.00 p.m. to 6.00 p.m. " 10 min.
6.00 p.m. to 7.00 p.m. " 15 min.
7.00 p.m. to 8.00 p.m. " 10 min.

NIGHT CARS as on Week Days,
SATURDAYS.

Extra cars at 5.15 p.m., 11.30 p.m.
and 11.45 p.m.

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JOHN D. HUMPHREYS & SON,
General Managers,
Hongkong, 1st April, 1911.

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MANAGER.

Hongkong, 10th Feb., 1911. [27]

Mails.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about
the DATES named—

FOR SHANGHAI TO SAIL ON REMARKS.
LONDON & ANT-
WERP, S. 1000, About 15th May. Freight and
PENANG, C. 1000, About 15th May. Freight only.
PORT SAID, AND
MARSEILLES, Capt. O. H. Watkins, R.N. 17th May. Passage.

SHANGHAI..... (Delhi.....) About 15th May. Freight and
Capt. H. S. Bradbury, 25th May. Passage.

LONDON & ANT-
WERP, S. 1000, About 15th May. Freight and
PENANG, C. 1000, About 15th May. Freight only.
PORT SAID, AND
MARSEILLES, Capt. O. H. Watkins, R.N. 17th May. Passage.

For Further Particulars, apply to E. A. HEWEIT,
P. & O. S. N. Co.'s office, Hongkong, 12th May, 1911. [4]

NORDDEUTSCHER LLOYD.
BREMEN.

IMPERIAL GERMAN MAIL LINES

For SHANGHAI TO SAIL ON REMARKS.

SHANGHAI, NAGA-
SAKI, KOBE and
YOKOHAMA..... "GHEISEN".....16,000 About MONDAY,
Capt. Ph. Obanner, 15th May.
"DIEFFENBACH".....17,000 WEDNESDAY,
Capt. F. Prosch, 17th May.

MANILA, YAP, AN-
GAUR, NEWGUINEA, "PRINZ SIGISMUND".....6,000 SATURDAY,
Brisbane, Sydney Capt. F. Brunning, 20th May,
& Melbourne..... at Daylight.

KOBE & YOKOHAMA "COBLENZ".....6,750 About TUESDAY,
Capt. H. Raegher, 30th May.

NAPLES, GENOA, "BULOW".....16,900 WEDNESDAY,
ALGERS, GIBRA- Capt. H. Fornes, 31st May,
TAR, SOUTHAMP- at Noon.
TON, ANTWERP and
BREMEN.....

KUDAT & SANDAKAN "BOHNE".....6,050 End of May.
Capt. F. Sembill,.....

All the steamers of the European Line are fitted with Wireless Telegraphy,
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NORDDEUTSCHER LLOYD

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Hongkong, 4th May, 1911. [7]

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Cuisine under the supervision of an Experienced FRENCH CHEF, and
separate Tables, Hot and Cold Baths, Electric Light throughout. Terms
moderate, First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU, N. BLUMENTHAL,
Proprietor. Manager.

Telephone, 170. Telegrams "Astor." [24]

OPEN AIR SKATING RINK

AT
BELLE VIEW HOTEL.

Telephone No. 907.

SESSIONS 10 A.M. to 12 Noon.
2 P.M. to 4 P.M.

Admission 25 cents.
5 P.M. to 8 P.M.
9 P.M. to 11 P.M.

Admission 50 cents.

String Band will play at the above Hotel every Sunday commencing
at 4 p.m. to 10 p.m.

W. GALLAGHER,
Manager.

Hongkong, 18th April, 1911. [25]

Hotels.

BAGUIO HOTEL.

The Mountain Capital's New and Modern Hotel
BAGUIO, PHILIPPINE ISLANDS
Hot and Cold Baths. Excellent Cuisine.
Running Water in Each Room.
LIVERY STABLE and GARAGE IN CONNECTION.
Rates 5 and 6 Pesos per Day. Special Monthly Rates. [102]

Intimations

BRANDIES, CHAMPAGNES,
GINS, SHERRIES,
WHISKIES, MARSALAS,
VERMOUTHS, MADEIRAS,
PORTS, CLARETS,
BURGUNDIES,
BITTERS, LIQUEURS,
ALES BEERS AND STOUTS,
HOOKS & MOSELLES.

Telephone No. 75.

CALDBECK, MACGREGOR & Co.,

WINE AND SPIRIT MERCHANTS,

15, Queen's Road Central.

Hongkong, 6th May, 1911. [12]

WEISMANN, LIMITED.

BAKERS

CONFECTIONERS

CATERERS

RESTAURANTEURS

14, Des Voeux Road Central.

Hongkong, 20th April, 1911. [197]

For Sight Seeing in an Up-to-date

MOTOR,

RING UP 1030.

THE EXILE MOTOR GARAGE.

Hongkong, 15th April, 1911. [1058]

THE LONG AND SHORT OF IT

The typewriter which does the most work and the
best work in the

SHORTEST TIME

for the

LONGEST TIME

is the

REMINGTON.

SIEMSEN & CO., HONGKONG AND CANTON.

General Agents for the Remington Typewriter Co.

1030]

HAVE YOU ALREADY TRIED

MATTONI'S

GISSHUBLER?

If not, why??

Apply for particulars to

BUME & REIF,

8, ICE HOUSE STREET.

Hongkong, 30th May, 1911. [1002]

RACE DECADENCE.

EX-PRESIDENT ROOSE-
VELT'S OPINION.

Ex-President Roosevelt, who
lives the strenuous life, has con-
tributed a very outspoken article
to the "Outlook" on "Race De-
cadence." A man of large family,
he has no pity for those who seek to
avoid their responsibilities in par-
ticular, and denounces them as the
"producers of every hideous form
of crime." The article touches on the
declining birth rates in Australia,
Great Britain, Canada, and the
United States. He says: "One
of the strangest and saddest things
in the whole sad business is that
the decline has been most marked
in the very places where one
would expect to see the bound-
ing vigour of the race most
strikingly displayed. In Australia
and New Zealand there is no
warrant whatever in economic
conditions for a limitation of the
birth rate." Referring to his own
country he says that throughout
the North and West there has
been the same shrinkage as in
Australia, Canada and Great Brit-
ain, and in the New England
States the shrinkage has been not
only greater than in the British
Empire, but greater than in
France itself. The American
stock is being "curbed" with the
curse of sterility, and it is
earning the curse because the
sterility is "wilful." It is
never safe to prophesy, he pro-
ceeds, but he speaks conditionally.
"We can say," he says, "that
if the processes now at work for
a generation continue to work in
the same manner and at the same
rate of increase during the present
century, by its end France will
not carry the weight in the
civilized world that Belgium now
does, and the English-speaking
peoples will not carry anything
like the weight that the Spanish
speaking peoples now do, and the
future of the white race will rest in
the hands of the German and the
Slav." Just previous to this con-
ditional prophecy, as he terms it,
the Ex-President points to the
tremendous increase in the popu-
lation of Germany, saying the
average of individual prosperity
has grown much faster than in
France. He then enters in a
kind of heart to heart talk
with men and women on the
duties of parenthood, sparing
not words in his endeavour
to stir up their consciences. "Our
appeal," he says in conclusion,
"must be not only to the intel-
lect and reason, but to the heart
and conscience. We honour the
good man and the good woman
who do their duty; and above
all others we honour the
wife and mother, for she is the
high priestess of the race who
bears in her strong and tender
arms the burden of the destinies
of mankind."

As if to bear out the pos-
ition which Mr. Roosevelt has
taken up the census of the
British population has just
been issued and, to quote the
"Review of Reviews," there were
as many marriages in the British
Isles, but the "baby crop" showed
another shortage. There has
been a drop of one-third in thirty-
two years. The paper from
which we quote seems to think
this significant, "nor is it likely
that we have yet touched the bot-
tom." "Is this dwindling of the
baby crop from one baby in 27 to
one baby in forty race suicide
and therefore criminal, or does it
indicate the dawn of a higher
ethical conception of the moral
obligations of parenthood? That
question is asked by the "Review
of Reviews" and partly answered.
We leave our readers to answer
the query to their own satis-
faction.

OUR DIARY.

Saturday, 13th May.

Gun Club Annual General
Meeting at 5 p.m.

Bijon Scone Theatre, 9.15 p.m.

Empire Cinematograph, 9.15
p.m.

Crown Land Sale at Public
Works Department, 12.15 p.m.

Saturday, 20th May.

Peak Tramway Company,
Limited Annual General Meeting,
11.30 a.m.

Second Gynkhan Meeting,
3.30 p.m.

Wednesday, 24th May.

Boys Own Club Athletic Meet-
ing on the Race Course, 2.30 p.m.

Thursday, 1st June.

Opening of Peak School.

CORONATION FUND.

FURTHER LIST OF SUB-
SCRIPTIONS.

The following is a further list of subscribers to the Coronation Celebration Fund:—

H.E. Sir Frederick J. D. Lugard, K.C.M.G., C.B., D.S.O.	\$100
M. Reader Harris	5
Leung Wing Cheung	5
Mak Ping	3
Wong Ping	3
Li Pak Tsau	3
I. C. de Roza	1
Ip Pak Shau	1
Mak Yan	1
Li Hing Mi	1
Chong Yan	1
Wo Yuk Su	1
Ling Shu Fan	1
Wong Chak Nam	1
Ho Tso Shing	1
Lu Keang Cheo	1
Lao Man Po	1
Un Hwa Fan	1
H. Yacobi	1
Lo Fuk Tsung	1
Chan Yau	1
C. A. Almarino	1
J. M. G. Silva	1
Akbar Khan	1
To Ting Kwok	1

MARINE COURT.

J. C. Wilden, Revenue Officer, charged the master of the steam launch Sam Ching yesterday with disregarding the rules of the road. It appears that prosecutor was on his way to the Police Pier at Kowloon, when he met the defendant's launch and only by putting his helm hard a port a serious collision was avoided. The accused pleaded guilty. The Magistrate took into consideration previous convictions against the defendant and fined him \$15 or one month's hard labour. The fine was paid.

TAMENESS EMPTYING
THE CHURCHES.

"Speaking the truth in love" does not suit the combative nature of two of our religious contemporaries. That plan is all very well, exclaims the editor of "The Congregationalist and Christian World" (Boston), but speaking in that mild temper is "lame when compared to speaking the truth in the heat of controversy." The edition finds no simile within his own sphere of activities to express his feeling of the weakness of method as contrasted with the other, so he boldly sets them forth as "basket-ball compared to a prize-fight with knuckles." "The decline of religious controversy is surely one reason for the falling-off of Sunday-morning congregations at church," he asserts. Dr. Buckley, in "The Christian Advocate" (Methodist, New York), echoes approvingly and adds that "the decline of religious controversy also has a great effect on evening service." He finds the similes used by "The Congregationalist" "highly original and expressive," going on to supply some more himself:

"When Christianity dispenses wholly with controversy it will be like a sleeping man—harmless and helpless."

"We were entertained at the house of a friend in New Hampshire, where Henry Ward Beecher was spending a day or two. It was his birthday and he was jubilant."

"He conducted prayers, and his utterances were equal to any of his published prayers in beauty, simplicity, and comprehensiveness."

"Immediately after he arose, he called the writer to him and pointed to a large picture hanging on the wall, representing a huge mastiff sound asleep with a piece of meat placed before him, and a lap-dog quietly drawing it away. Said Mr. Beecher, pointing to the sleeping mastiff, 'That is Orthodoxy,' and to the little dog, 'That is Heterodoxy.'"

"So it is and ever will be. Controversy was the life of Paul's works—polite controversy, brotherly controversy; but strong in exposing error and building up the truth. The Epistles are full of controversy. Moreover, many of Christ's sayings were strictly controversial."

"It is more than a fine art to combine in oneself the forbidding overthrow of an error and a heart-felt appeal; but it is possible to attain unto it."

A SHORT SERMON.

WHO, YET WHY NOT?

"Who can say, I have made my heart clean.—Proverbs, xx, 9."

Men and women are mighty particular about the cleanliness of their bodies and their dress; that is, the vast majority of them. For many reasons it's a good thing we are. Because of this care we are healthier and happier. We look better, we feel better and we actually are better in every way when we are clean of person and apparel.

Yet when we place these two attributes besides cleanness of heart, they become small indeed. They exhibit their temporal qualities as opposed to the eternal qualities of a clean heart, and dwindle into dwarfs. They are of this world a very necessary and right part of it, but the heart that is clean is of all worlds, whether they be finite or infinite.

And the heart that is clean is even more necessary in everyday living than the most of us care to believe. It would almost seem, at times, as though clean hearts were no longer desired, so little attention do the most of us pay to this part of our beings. There is an immense amount of time spent on the cultivation of personal charms and mental and physical strength, while the source of all we really are to our fellows and all we can be to them or to God is neglected and allowed to become overrun with weeds of selfishness and crowded with cobwebs of carelessness.

Nothing is so manly, so womanly, as a clean heart. It is the basis of a clean mind, and that is one of the best of all possessions, because things as a rule are as we see them with the mind and measure them with the heart, and if our vision and our judgment come of cleanness, they cannot well be otherwise than clean and pure.

These are the very things the world needs to-day—to-day more than ever before, perhaps. The general mind is honeycombed with impurities. The appetite for unclean things is constantly growing. Topics which were once regarded as fit only for whispering are now discussed in the public prints with a freedom and display that invite attention. Stress is laid upon the unclean, rather than the clean things of life, and while a certain measure of this is good as a warning, too much is evil as an incentive.

We have too much of it. It comes as a direct result of the condition of our hearts. If they were cleaner, then our thoughts would be likewise, and our works would partake of the nature of cleanness, which is absolutely necessary for the welfare of the world.

It is not only possible, but entirely probable, that we have laid too much stress on the outer and visible things. We have spent so much time and energy keeping clean in appearance that we have let dirt collect where it can do the most harm—in the heart. It crops out in questionable anecdotes, which bring a blush along with the laugh; in lightly veiled references to matters that can only be kept sacred as they should be by being kept clean and covered; in disrespect for the purities of life.

The task of gaining a clean heart is not easy, like that of washing the face or sending a garment to be laundered. It means a battle with influences that are strong and desires ever ready to resist. But this makes it all the finer and all the more to be desired.

Nothing of value is ever given away. The things worth most must be fought for the hardest.

How many there are who feel a thrill of pride at being able to say, I am a rich man, or I have done a good deed, or I am happy! How few can say I have made my heart clean!

Yet this is a great thing to say—that one has made his or her heart clean—a great thing because it denotes a victory over powers that are strong and subtle and over crafty enemies, and because it indicates a regard for the things that do not end with this life, but continue into another world or other worlds, where clean hearts will count for much and all other cleanness for little.

Intimations

THE TRUTH ALWAYS.

"When you are in doubt tell the truth." It was an experienced old diplomat who said this to a beginner in the work. It may pass in some things, but not in business. Fraud and deception are often profitable so long as concealed; yet detection is certain sooner or later; then comes the smash-up and the punishment. The best and safest way is to tell the truth all the time. Thus you make friends that stick by you, and a reputation that is always worth twenty shillings to the pound, everywhere your goods are offered for sale. We are able modestly to affirm, that it is on this basis that the world-wide popularity of

WAMPOLE'S PREPARATION rests. The people have discovered that this medicine is exactly what it is said to be and that it does what we have always declared it will do. Its nature has been fully made known. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil extracted by us from fresh cod livers combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. A combination of superior excellence and medicinal merit. Nothing has been so successful in Anemia, Bronchitis, Influenza, Loss of Flesh and Wasting Diseases, Weakness and Low Nervous Tone, and all complaints caused by Impure Food. Dr. Austin D. Irvine of Canada says: "I have used it in cases where cod liver oil was indicated but could not be taken by the patient, and the results following were very gratifying." It is effective from the first dose and agrees with the most sensitive and nervous stomachs. It cannot deceive or disappoint you, and comes to the rescue of those who have received no benefit from any other treatment. It stands for the medicinal triumphs of the age. Watch carefully against imitations—old by chemists throughout the world.

NETHERLANDS LLOYD
of
AMSTERDAM AND
BATAVIA.

The Undersigned having been appointed AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at CURRENT RATES.

WENDT & CO.,
Hongkong, Canton & Swatow.

AUCTIONS.

PARTICULARS and CONDITIONS of Letting by Public Auction Sale, to be held on MONDAY, the 15th day of May, 1911, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND adjoining Garden Lot 2, Caroline Hill Road, in the Colony of Hongkong, for a term of 75 years, commencing from 1st January, 1906.

PARTICULARS OF THE LOT.

No. of Site	Boundary Measurements	Area in Acres	Annual Rent	Upset Price
150	192	135	1.0	10,000

Hongkong, 6th May, 1911. [1111]

PARTICULARS and CONDITIONS of Letting by Public Auction Sale, to be held on MONDAY, the 15th day of May, 1911, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Bonham Road, in the Colony of Hongkong, for a term of 75 years, commencing from 5th April, 1904, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Site	Boundary Measurements	Area in Acres	Annual Rent	Upset Price
150	192	135	1.0	10,000

Hongkong, 6th May, 1911. [1112]

Public Companies.

THE CHINESE ENGINEERING
AND MINING COMPANY,
LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the Chinese Engineering and Mining Company, Limited, will be held at Winchester House, Hall No. 174, Old Broad Street, in the City of London, on WEDNESDAY, the 17th day of May, 1911, at 12 o'clock noon, for the purpose of considering and if thought fit passing a Resolution authorising the Directors to borrow or raise such further sums of money as they may think fit, but so that the amount borrowed or raised by the Company and then outstanding shall not exceed three-fourths of the issued capital of the Company. Dated this 31st day of March, 1911. By order of the Board, ALFRED W. BERRY, Secretary.

22 Austin Friars, London, E. C.
A limited number of the Circular Letter to Shareholders is in the hands of the Agent and can be had on Application. [1108]

PEAK TRAMWAYS COMPANY,
LIMITED.

NOTICE is hereby given that the ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the Hongkong Hotel, Hongkong, on SATURDAY, the 24th day of May, 1911, at 11.30 a.m., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st April, 1911.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th instant to the 26th instant, both days inclusive. JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 11th May, 1911. [1120]

THE CHINESE ENGINEERING
AND MINING CO., LTD.

NOTICE
AN INTERIM DIVIDEND of ONE SHILLING per Share, free of tax, on account of year ending 28th February, 1911, has been declared by the Directors of the above Company. COUPON No. 16 is payable on the 1st May, at the Chartered Bank of India, Australia & China and the Bank of China at Tientsin and Shanghai.

J. S. DOBIE, Agent.
Hongkong, 1st May, 1911. [1098]

THE NATIONAL BANK OF
CHINA, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the National Bank of China, Limited, will be held at St. George's Building, Charter Road, Victoria, Hongkong, on SATURDAY, the 24th day of June, 1911, at 12.30 o'clock p.m., for the purpose of considering and, if thought fit, passing an Extraordinary Resolution, the following Resolutions, that is to say:—

- (1) That the Company be wound-up voluntarily, and that Arthur Rylands Lowe, Chartered Accountant, of Thorner's Chambers, Fenchurch Street, London, E.C. and St. George's Building, Hongkong, be and he is hereby appointed Liquidator for the purpose of such winding-up.
- (2) That the Liquidator be authorised to pay out of the funds of the Company a sum not exceeding \$100,000 as compensation to members of the Company's staff.

Should the above Resolutions be passed by the requisite majority, they will be submitted for confirmation as Special Resolutions to a Second Extraordinary General Meeting which will be subsequently convened. Dated 15th day of March, 1911. By order of the Board, J. SCOTT HARTSON, Chairman. [994]

E. C. WILKS, M.I. Mech. E., A.M.N.A. Consulting Engineer and Surveyor for construction, Valuer and Assessor for the purchase, or sale, of Steamships or Launches. ALEXANDRA BUILDING, 2ND FLOOR, Hongkong, 1st May, 1911. [1100]

THE CHINA PROVIDENT
LOAN AND MORTGAGE
CO., LD.

(CAPITAL PAID UP...\$1,250,000.) Loans on Mortgage of House Property, &c. Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application.) THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed. SHEWAN TOMES & CO. General Managers. Hongkong, 16th March, 1909. [41]

Consignees

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "PESHAWUR," FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ and STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out, Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 12th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Mondays and Thursdays. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns. E. A. HEWITT, Superintendent.

Hongkong, 6th May, 1911. [4]

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG
AND SINGAPORE.

THE Steamship

"ARRATON APCAR," having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed at once, at consignees' risk and expense.

Cargo remaining on board after 4 p.m. of the 13th inst., will be landed at consignees' risk and expense.

Consignees of Cargo from SINGAPORE are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the Vessel will be landed and stored at consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LD. Agents.

Hongkong, 11th May, 1911. [1119]

THE P. & O. S. N. Co.'s Steamship
"DEVANHA,"
FROM BOMBAY, COLOMBO
AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out, Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo: From London, &c., ex s.s. "Malwa." From Australia ex s.s. "Mongolia." From Persia Gulf, ex s.s. B. I. S. N. and B. & P. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 16th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. Goddard and Douglas, at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns. E. A. HEWITT, Superintendent.

Hongkong, 10th May, 1911. [4]

"3EN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

S.S. "BENARTY," FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 26th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

J. B. LIVINGSTON & CO. Agents. Hongkong, 19th May, 1911. [1122]

Intimations

SHORTEST & QUICKEST ROUTE
BETWEEN
THE FAR EAST & EUROPE.
via DAIREN.SUMMER SCHEDULE.
(Effective from May 1, 1911.)

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st Class Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Steamer Service by the S.S. "Kobe Maru" and "Saikio Maru" (each 2,377 tons) as follows:—

NORTH BOUND:

1st Class Fare	Shanghai (Steamer).....Lv.	Dairen (").....Ar.	Thurs. Sun.	Sat. Sun.	Tues. Wed.	Fri.
\$10	(S.M.R. Train).....Lv.	6.00 a.m.	"	"	"	"
Y14.95	Mukden (").....Ar.	1.50 p.m.	"	"	"	"
Y11.60	Changchun (").....Lv.	2.05 "	"	"	"	"
R 9.60	Harbin (Russian Train).....Lv.	8.30 "	"	"	"	"
	Harbin (").....Ar.	9.30 a.m.	Mon. Thurs.	State Ex-press for Moscow	Wagon Ex-press for St. Petersburg	Sat. Fri.

Connecting at Harbin with

SOUTH BOUND:

1st Class Fare	Harbin (Russian Train).....Lv.	Changchun (").....Ar.	Mukden (").....Ar.	Dairen (").....Ar.	Shanghai (").....Ar.	Mon. Fri.	Tues. Thurs.	Sat. Sun.
R 9.60	Changchun (").....Lv.	11.20 a.m.	"	"	"	"	"	"
Y11.60	Mukden (").....Lv.	8.25 p.m.	"	"	"	"	"	"
Y14.95	Dairen (").....Lv.	10.30 "	"	"	"	"	"	"
Y40.00	Shanghai (").....Lv.	6.10 a.m.	"	"	"	"	"	"
	Harbin (").....Lv.	5.25 "	"	"	"	"	"	"
	Harbin (").....Ar.	1.30 p.m.	"	"	"	"	"	"
	Harbin (").....Ar.	Noon	"	"	"	"	"	"

Connecting at Harbin with

Russian Train Time is 21 minutes faster than S.M.R. Time. For instance 6 p.m. by the former is 5.37 p.m. by the latter.

Supplementary Charges on DAIREN-CHANGCHUN Service.

Express Extra FareY4.00 Sleeping Car Supplement.....Y5.00

TICKET AGENCIES—The Company's railway and steamer tickets are obtainable at all the Agencies of the International Sleeping Car & Express Train Co., the Nippon Yusen Kaisha, Shanghai, Messrs. Thomas Cook & Son, and the Nippon Yusen Kaisha, Harbin, and the Nippon Yusen Kaisha, Dairen.

RAILWAY HOTELS—YAMATO HOTEL (Tel. Ad. "Yamato") at Dairen, Port Arthur, Mukden, Fushun and Changchun, all under the Company's management.

SOUTH MANCHURIA RAILWAY COMPANY,
DAIREN.

Tel. Ad. "Mantetsu." Codes: A. B. C. 5th. Ed. A. I. & Lieber's

FUSHUN COAL

THE BEST STEAMING COAL IN THE FAR EAST.

Output 3,500 tons per day.

Fresh stocks always on hand at Dairen, Newchwang and Tientsin Depots and also at Cheloo, Shanghai, Hongkong, Singapore and Penang.

MINING DEPARTMENT.

SOUTH MANCHURIA RAILWAY COMPANY,
DAIREN.

Tel. Ad. "Mantetsu." Codes: A. B. C. 5th. Ed. A. I. & Lieber's

Agents: MITSUI BUSSAN KAISHA, LTD. Hongkong, 29th April 1911. [785]

Just Arrived

BRAMPTON ALUMINIUM
FOR LADIES AND GENTLEMEN.

KING OF THE RING

RACES MODEL.

ROLLER SKATES

A GUIDE

HOW TO SKATE ON ROLLERS BY RINKER.

G. PRIEN, Hongkong Hotel Building. Telephone 174. Hongkong, 10th May, 1911. [1016]

THE ALEXANDRA
CAFE

(HONGKONG HOTEL NEXT DOOR).

Will be opened on June 1st. [1121]

"The Beer That's Brewed to Suit The Climate"

O. B.

BEER

Just Try It

Intimations.



**A. S. WATSON &
CO., LD.**

ESTABLISHED A.D. 1841.

WINE AND SPIRIT
MERCHANTS.

**WATSON'S
E**

VERY OLD LIQUEUR

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**BRAND
GUINNESS'
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in P NTS and SPLITS.

**A. S. WATSON &
CO., LD.**

ALEXANDRA BUILDINGS.
Hongkong, 7th July, 1910. [28]

The object of this paper is to publish
correct information, to serve the truth
and print the news without fear or
favour.

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Hongkong.

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A. B. C., 6th edition
Western Union.

BIRTH.

Livesey.—On May 8, at his
residence, Shanghai, the wife of
Chas. F. Livesey, of a son.

THE

Hongkong Telegraph

HONGKONG, SATUR., MAY 13, 1911.

BRITAIN THE UNREADY.

Of English Kings the one with
the ugliest title was Ethelred, who,
on account of his procrastinating
methods, was nicknamed "the un-
ready." That was about a thou-
sand years ago and, if Mr. Price
Collier who has contributed an
excellent article on India to last
month's "Scribner" is to be be-
lieved, the name has passed from
a dead ruler to a living nation.
While doing honour to the work and character
of the British in India, the writer
lamented the unpreparedness of
the English to meet emergencies, as
shown in the Indian Mutiny. We
have seen in that pleasant pictorial
commentary on history, "Punch,"
a cartoon of the Indian tiger
crouching over a woman and
child, referring of course to the
terrible outbreak of 1858 or there-

abouts. Britain was in the
picture as a lion getting ready
to spring. Perhaps it was at the
time unconscious criticism, but it
was nevertheless keenly pointed.
A ready protector would not have
been preparing to spring when the
woman and child were down, but
would have stopped the aggressor
long before he had even done so
much. However so far as we are
concerned the dead can bury their
dead, and we will turn to the
living present to consider the state
of England's readiness or unreadiness
to protect her interests in any
part of the globe.

Is England prepared for any
emergency that might occur in
politics at the present day, is her
army and navy in a sound state
of efficiency, and are her arsenals
so equipped that munitions of
war could be supplied as quickly
as demanded? The answer is
"No," emphatically "No." One
might ask why we immediately
turn to armaments. Our answer
is simply that war is the greatest
emergency and unless a nation is
prepared for that at all times and
in all places, she is prepared for
nothing.

Not many months ago the
question was raised as to the state
and efficiency of England's arma-
ments. The people wanted to
know whether everything was
right with the forces. At that
time the query was but a reflex
of the anxious state of mind in
which the people were then.
There had been since 1900 a
steady decrease in the staff at
Woolwich Arsenal. It was said at
one time that about 3000 men
had been dismissed to reduce the
staff to a peace footing as if an
arsenal could ever have such a
thing as a peace footing, as if its
efficiency should at any time be
impaired by the dismissal of
men, who in time of war would
become not only necessary but
indispensable. Again comes the
question of the army. It has been
"reorganized." An excellent
word that. It savours of greater
fighting power, greater mobility
and finer personnel. Yet, what
are the facts? The "reorganized"
fleet contains vessels underman-
ned, and there are craft lying off
Chatham with just sufficient men
on board to keep the brass work
clean. True, the system of nucleus
crows on board vessels, is a saving
to the nation, true also that the
navy reserve can be mobilized in
twenty-four hours, but in that
time an emergency would have
come and gone, leaving as its
mark the need for expenditure
which would more than swallow
the amount saved by being in a
perpetual state of unreadiness.

The phrase that was used to
allay the fears of the man in the
street was to the effect that "Eng-
lishmen may sleep peacefully in
their beds." The tenor of this
sentence has been rolled out by
Cabinet Ministers with practically
the same unctuousness and self-
satisfaction that was evinced by
the originator of the saying,
despite the fact that tales to
the contrary were as thick as
autumn leaves in Vallambrosa.
The Englishman may, and in-
deed, does, sleep peacefully in his
bed, and it is that very sleep
which is tending to harm not Eng-
land alone, but the whole Empire.
Unfortunately his slumber is not
regenerative; it savours more of a
sleeping sickness; and our only
hope is that if he does awake it
may be in time to be ready to
meet all emergencies.

It would be a sad epitaph to
raise over the fallen fortunes
of any nation: "She fell because
she was unready," and it lies
with England to rouse herself
from her lethargy, to be up and
dying ere the emergency comes
which may leave her in the same
position as the ten foolish virgins
whose unpreparedness lost them
so much.

HONGKONG DAY
BY DAY.

There will no German mail
boat next week for home.

Three German mail boats are
due next week in Hongkong.

Mr. Elrenfels, general manager
of the O. B. Brewery, returned to
Hongkong yesterday from the
North.

The N.D.L. Necker arrives
here next week with troops for
Taiping.

Mr. Justice Gompertz, the Pru-
sian Judge, returned to the Colony
by the Empress of Japan yester-
day.

H.M.S. Alacrity, with Admiral
Sir Alfred Winslow on board, left
Shanghai for the North on the
8th inst.

Mr. Pinckham, who is interested
in the immigration of Filipinos
into Honolulu, has returned to
the Colony from Manila.

The British torpedo boat des-
troys Janus, Fame, Virago,
Otter and Whiting, left Shanghai
for the North on the 8th inst.

His Excellency the Governor
has appointed Mr. Herbert Wil-
liam Bird to be a member of the
Authorized Architects' Committee
vice Mr. Arthur Turner, resigned.

It is reported that Messrs.
Chingkee & Co. have purchased the
German steamer "Kaiva-
berg," 1,033 tons, says a northern
paper.

We learn with regret that the
Norwegian steamer "Fri" on her
voyage up from Hongkong
had to put into Shanghai to land
the chief engineer, who was
suffering from small-pox.

A public auction of the Asia, as
she now lies off Finger Rock,
will be held at Shanghai on Tues-
day, the 23rd inst. Besides the
hull, machinery and other appur-
tenances of the boat, the cargo on
board will also be sold.

The Bishop of Victoria went to
Canton to-day by the morning
steamer. He is announced to
preach at the English Church,
Shamoen, in the morning, and to
hold a confirmation at the O. M. S.
Chinese Church in the afternoon.

His Excellency the Governor
has appointed John Whittam
Hartley to act as Assistant Medical
Officer of Health during the
absence on leave of Wilfred
William Pearce or until further
notice, with effect from the 10th
April, 1911.

With reference to Government
Notification No. 367 of the 1st
December, 1910, His Excellency
the Governor has appointed Edwin
Richard Hallifax to act as Deputy
Superintendent of Police and of
the Fire Brigade until further
notice, with effect from the 13th
instant.

His Excellency the Governor
has appointed, under Section 9
of the Liquors Consolidation
Ordinance, 1911, (Ordinance No.
9 of 1911), Mr. Douglas William
Cradock to be an Un-official
Member of the Licensing Board
during the absence on leave of
Mr. Murray Stewart, or until fur-
ther notice.

The Far East, most of the older
hands of the China Coast have
learned, is the happy hunting
ground for the scoundrel and
often the criminal, says the "Haw-
koo Daily News." Foreign ter-
ritory has its advantages to the
criminal equally as it has the
disadvantage of harbouring
these undesirable of society who
plant themselves down in our
midst and defy the law from
which they have escaped.

We learn from the "China
Critic" that the total losses of the
eight insurance companies con-
cerned in the recent fire at
Tientsin amount to about Tls.
1,200,000; divided as to goods
burnt up—Tls. 650,000 and other
goods damaged either by fire or
water—Tls. 550,000. A meeting
has been held of the companies
agents at which a new rate of 3-4
per cent. is to be charged in
future on all hazardous goods
(cotton, jute, &c.) either in the
open or in prospecting establish-
ment.

The English Mail of the 15
April was delivered in London
on 12th inst.

The schools in the Command
will be closed on the 24th May
(Empire Day).

The R.I.M.S. Hardinge is due
to arrive at Hongkong on the
11th June.

A R.A.T.A. smoking concert
will be held on Tuesday next in
the R.E. Theatre. It is open to
all men, and the General Officer
Commanding hopes to be present.

At the Wesleyan Military
Church, Wanchai, to-morrow
evening the Rev. C. Bone will
preach on the life of the late Rev.
C. H. Kelly, the Soldiers' Friend.

The Canadian Pacific Railway
Co. inform us that the R.M.S.
"Empress of India" has advised
them all is well. On Thursday
the ship was 800 miles from Japan.

Another rising is contemplated
by the military authorities at
Wei-chow. At the request of the
authorities, H.E. the Canton
Viceroy has sent down a number
of troops. The Tsang Shing
authorities have made a similar
report.

His Excellency the Governor
has given his assent, in the name
and on behalf of His Majesty the
King, to the following ordinance
passed by the Legislative Coun-
cil:—Ordinance No. 15 of 1911.—
An Ordinance to amend the
Census Ordinance, 1911.

In many parts of the interior of
China and also near the frontiers,
telegraphic communications have
not been established. The Board
of Communications has taken the
matter in hand, and considers that
stations should be established
without delay.

Forged notes are in circulation
in China. The Board of Finance
has received information of this,
and have directed H.E. the Vice-
roy of Canton to employ detec-
tives. Handsome rewards are
offered for the apprehension of
those who are responsible for the
circulation of the notes.

The following amendment to
the Motor-Cars Ordinance, which
was recently framed, appears in
the "Gazette":—"The Captain
Superintendent of Police may at
any time in his absolute discretion
revoke or suspend any driver's
licence issued by him."

A notification appears in the
current issue of the "Gazette"
prohibiting for a further period
of one year from the 28th of May,
1911, either to be exported from
the Colony of Hongkong, or to
be carried coastwise within the
Colony, arms; ammunition, gun-
powder, military and naval stores,
sulphur and saltpetre.

His Majesty the King has not
been advised to exercise his power
of disallowance with respect to
the following ordinances:—Or-
dinance No. 24 of 1910, entitled—
An Ordinance to provide for the
segregation and treatment of
lepers. Ordinance No. 2 of 1911,
entitled—An Ordinance to amend
the Lepers Ordinance, 1910.

Li Kwai, aged 34, was sent to
the Government Civil Hospital at
1.35 a.m. to-day suffering
from a serious wound on the
abdomen and a wound on the left
shoulder. He is said to have
been assaulted by some person or
persons with whom he was spend-
ing the evening at the Ying Mi
restaurant, No. 497, Queen's
Road West.

In view of the recent demon-
strations which were carried out
in the Colony with compressed
oxygen and compressed acetylene,
it is interesting to note that the
Government has declared the
above two articles to come under
the heading of "Dangerous
Goods" in addition to those speci-
fied in the Dangerous Goods Or-
dinance. Conditions of licences
to store compressed oxygen and
acetylene are also published.

Over two years have elapsed
since Russia closed Vladivostok
as a free trade port. That was in
January, 1909, and notwith-
standing the pessimistic views
held by free-traders, says the
"Osaka Asahi," Russian foreign
trade in the Far East has since
been steadily growing.

THE CANTON-KOWLOON
RAILWAY.

The Canton-Kowloon Railway
has been the subject of consid-
erable controversy in the Hongkong
Legislative Council on a vote of
\$412,501 for the requirements
of the British section during the
current year out of the unexpended
balance of the Railway Loan.
Discussion centred round the
contention by the Hon. Mr. E. A.
Hawott, the representative of the
Chamber of Commerce, that
the cost of the British section of
the line was now estimated at
\$12,500,000, which was some
100 to 150 per cent. more than the
original estimate. Although there
has been not a little beating of the
air, some significant speeches were
delivered. It is clear that some
persons, judged by their public
utterances, have lost sight of the
fact that it was imperative in the
interests of Great Britain that the
railway from Canton, joining up
with the northern railway to Han-
kow, should have its terminus at
Kowloon. There can be no dis-
puting the truth of the statement
that the Hongkong taxpayer will
be called upon for some years to
come to meet a deficit; indeed Sir
Frederick Lugard's latest figures
show that the burden which the
taxpayers of the Colony will have
to bear annually for the benefit
of the railway will be about \$300,000
or \$370,000. But there is every
reason to expect that the railway
will largely increase the prosperity
and trade of the Colony indirectly,
and, as the proceeds of the railway
increase, the demands on the
Colony will, of course, decrease.
Linked up with the central and
northern as well as the southern
provinces, Canton will become a
mighty emporium, with a seaport
at Hongkong. We do not lose
sight of the fact that the freight
rates by water from Wampoa to
Hongkong are extremely cheap,
and that experience in other parts
of China shows that railways,
although crowded with passen-
gers, have failed to attract
freight in considerable quan-
tities. The Chinese merchant
has not yet reached the stage
at which his goods must be
delivered promptly if he wishes to
find a market for them. But
there is little doubt that the day
will come when merchants will
wake up to the fact that competi-
tors are using rapid means of
transport even at the cost of an
initial loss, in order to capture the
market; and signs are not want-
ing that the Chinese are beginning
to realize the advantage of enter-
prising methods, in spite of the
temporary sacrifice that they may
entail.

It would have been fatal to
Hongkong if the terminus of
the railway had been placed
in any other direction than
Kowloon. There was at one
time talk of running the line
to the port of Wampoa, to the
detriment of the Hongkong trans-
port trade. The decentralization
of shipping has already cost Hong-
kong dearly, as an increasing
number of vessels now sail direct
to other ports, and the Light dues
have certainly not proved an at-
traction to Hongkong; the imposi-
tion of the extra dues having been
sufficient to turn the balance of the
scales against Hongkong where the
shipowner has been hesitating as to
his terminal port. It is hard to see
how the British section of the Can-
ton-Kowloon Railway can prove
other than a good investment,
especially if it be found possible to
work the whole line to Canton as
one business concern under joint
management. By this means the
duplication of staff, which is
wholly unnecessary, would be
avoided, and the cost would in
like proportion be reduced, thus
enabling the railway more suc-
cessfully to compete against water
transport. On the question of
the cost of the line, very definite
differences of opinion exist, but
anyone who has walked through
the region that it traverses will
agree heartily with the statement
of the Colonial Secretary of
Hongkong that the country is un-
usually difficult and arduous. The
line passes through five tunnels of
a total length of 8,784 feet, it
passes over forty-nine bridges and
culverts, while there are many
heavy cuttings, high banks run-
ning along an exposed foreshore
and often built through the sea—
all in a length of twenty-two
miles. In spite of these obstacles
it is the decision of engineering
experts that no better railroad had
exists out of England than the
British section of the Canton-
Kowloon Railway. The cost, ac-

cording to the revised estimates,
is \$12,200,000, including the
Fanning extension, and, with the
Chinese section of 80 miles, the
total cost will be \$27,700,000 for
111 miles or \$250,442 per mile.
Sir Frederick Lugard, in one of his
recent speeches, stated that in three
months from the opening of the
British section in October last, the
earnings had amounted to \$33,980
which included \$7,000 for convey-
ance of material to the Chinese
section. The estimate that had
been formed of receipts for six
months was only \$20,000, and the
amount actually realized was
therefore nearly three and a
half times as great as they had
expected. Expenses amounted to
\$33,147 exclusive of interest on
capital, which for the three months
amounted to \$98,600. This sum
has to be met from the current
revenue of the Colony, less the
small profit of \$883.

From the figures quoted, it is
clear that if such a result can be
attained in the first months of
working of a strip of line twenty-
two miles in length, through a
sparsely populated country, the
traffic returns, when Kowloon is
linked up with Canton and Han-
kow, should be beyond calcula-
tion; and when Sir Frederick
Lugard said that "it is con-
fidently hoped that when the
Chinese section is opened the re-
ceipts from the railway will be
very much larger than we ever
dared to anticipate," he was but
voicing the common opinion of
men who are in the best position
to speak on the subject. The
subsequent extensions of the
line, when the necessity of rail-
way communication is practically
realized in China, as yet a
matter of speculation, although
one that must sooner or later take
material shape. The Cantonese,
whatever else they may be, are as-
suredly the keenest business men
in China, and there is no undue
optimism in looking forward to the
day when other railways will be
seen branching out from the trunk
of the present projected systems
through Kwantung, Kuangsi, Ho-
nan, Kweichow, Kiangsi, Fokien,
and Yunnan. Meanwhile, we may
be satisfied in acknowledging the
work of the pioneers of railways in
China. It will not be forgotten
that many difficulties were set in
the way of the construction of this
line, to such an extent that at one
point even Tang Shao-yi, then
President of the Ministry of
Posts and Communication, lost
all patience with the Kuan-
tung gentry who openly declared
that they were unable to raise the
funds and subsequently, when the
loan agreement had been made
between the British Corporation
and the Chinese Government,
desired to cancel it. The object
of the British has been to establish
the line so that the great interests
of the port of Hongkong might be
protected, and the interest and
zeal in the project displayed at a
critical time by Sir Matthew
Nathan, then Governor of Hong-
kong, had much to do with the
attainment of the object in view.
—N. C. D. News.

CHINA'S FIRST CABINET.

LIST OF MINISTERS.
Peking, May 8.—An Imperial
Edict has been issued promulgat-
ing a Cabinet Council for China.
Prince Ch'ing will be President
of the Cabinet, and Na T'ung and
Hsu Shih-chang, Vice-Presidents.
Liang Tun-yen, ex-President of
the Waiwupu, is to be Minister of
Foreign Affairs, and the remain-
ing Presidents of Ministers be-
come Cabinet Ministers. A Privy
Council is also established, Grand
Secretaries Lu Jun-shiang and
Jun Shing becoming Presi-
dent and Vice-President, respec-
tively. Prince Tsai Tao and
Prince Yu Lang become joint
Ministers of the Military
Council, which supersedes the
Military Advisory Board. Chou
Chin-lai remains Acting President
of the Waiwupu, pending the
return of Liang Tun-yen from
Washington. Prince Ch'ing is,
additionally, Superintendent of
Foreign Affairs. Prince Ch'ing
Na T'ung and Hsu Shih-chang,
comprise the Constitutional Pre-
paration Bureau in the place of
the Grand Councillors, and the
Grand Councils and the Grand
Secretariat are abolished.—N.
C. D. News.

Regulations re the import and
export of cattle and other live
stock to and from the Colony are
published in the "Gazette."

APRIL RUBBER
RETURNS.

Tampin Linggi Estate, Ran-
tau.—5,002 lb.
Anglo-Malay.—44,850 lb.
Patating.—24,001 lb.
London Asiatic.—18,512 lb.
Golden Hope.—9,951 lb.
Selaba.—11,236 lb.
Bikam.—4,597 lb.
Sunkai Chumor.—3,877 lb.
Seaport.—1,014 lb.
Sialang Rubber Estates.—
3,011 lbs.
Balgownie.—9,108 lb.
Bornam.—2,062 lb.
Cicely.—15,525 lb.
Dominion.—3,052 lb.
Rataui.—3,718 lb.
Trolak.—800 lb.
Bruas.—372 lb.
Lower Perak.—538 lb.
Edinburgh.—7,600 lb.
Bukit Cheroke.—4,853 lb.
Kompas.—740 lb.
Kampung Kuantan.—2,835 lb.
Chota.—1,800 lb.
Kepong.—5,000 lb.
Chersonese.—7,072 lb.
Deanston.—3,447 lb.
Highlands and Lowlands.—
37,157 lb.
Sungei Krian.—1,700 lb.
Riverside.—2,824 lb.
Sungei Way.—9,570 lb.
Sua Manggis.—340 lb.
Kajang.—958 lb. Total for
four months 3,388 lb.
United Tomiang (F.M.S.)—
5,900 lb. Total for first nine
months of financial year 21,285 lb.
Galang Besar.—4,546 lb. Total
for first ten months of financial
year 25,553 lb.
Kombok (F.M.S.)—1,752 lb.
Total for first four months of
financial year, 4,706 lb.
Sengei Kari (Sumatra) Rubber
Estates.—1,244 lb.
United Sordang (Sumatra)
Rubber Plantations.—17,712 lb.
Sendayan (F.M.S.)—1,180 lb.
Total for first seven months of
financial year 5,850 lb.
Rubber Estates of Krian—
4,700 lb. Four months 1910,
8,425 lb.; four months 1911,
18,385 lb.
United Singapore.—3,542 3.4
lb., against last year, 1,420 lb.
Total for ten months, 26,844 3.4
lb.
Changkat Salak Rubber and
Tin.—6,172 lb. Total for first four
months of financial year 12,044 lb.
Ulu Pandan (Singapore) Rub-
ber Estates.—673 lb., making a
total for eleven months to date of
6,238 lb.
Inch Kenneth.—11,570 lb.
Total for eleven months 100,048
lb. Total for same period last
year 111,437 lb.
Glenshiel.—5,018 lb. Total for
four months 23,620 lb. Total for
same period last year 8,115 lb.
Banteng (Solangor)—4,107 lb.
Total crop for financial year ended
April 10, 1908 lb. For correspond-
ing periods of last year: April
1,381 lb.; twelve months 12,077
lb.
Ledbury.—12,010 lb. Corres-
ponding month last year 8,234 lb.
Total for first four months of 1901
54,473 lb. Total for correspond-
ing period last year 32,854 lb.
Sandycroft.—7,958 lb. Corres-
ponding month last year 5,000 lb.
Total for the first three months of
financial year 26,852 lb. Total
for corresponding period last year
17,718 lb.
Lanadron.—23,235 lb. Corres-
ponding month last year 20,808
lb. Total for first four months of
1911 98,219 lb. Total for corre-
sponding period last year 100,740
lb.
Seremban Rubber Estate Co.—
22,303 lb. as against 13,074 lb.
for the same period last year.
This makes a total of 111,120 lb.
for the four months to date, com-
pared with 92,711 lb. for the same
period last year.
Sungei Ohoh Rubber Estate
Co.—2,550 lb. This makes a
total of 10,350 lb. for the four
months to date, compared with
12,850 lb. for the same period last
year.
Singapore and Johore.—16,006
lb. Corresponding month last year
8,186 lb. Total for first four
months of financial year 70,597
lb. Total for corresponding
period last year 31,035 lb.
Sungei Salak Rubber Co.—
4,641 lb. as against 2,435 lb. for
the same period last year. This
makes a total of 18,599 lb. for
the four months to date, compared
with 7,207 lb. for the same period
last year. The crop of dry rubber
secured on this company's New
Laba estate during last month
amounts to 556 lb. This makes
a total of 1,125 lb. to date.

CANTON NEWS.

[The "Telegraph" Correspondent]
Canton, May 12.
[ALLEGED ILL-TREATMENT
OF COOLIES.]

The deputy in charge of the Bureau for Foreign Affairs at Swatow has reported to the Canton Viceroy that a foreign firm intends getting a supply of Chinese coolies for Swatow to develop the plantations in the German possession (Siam).

The Viceroy replied that Siam has repeatedly obtained a supply of labour from China and as many times has the Chinese Consul in the German possession reported to His Excellency the ill-treatment of Chinese labourers, who are looked upon as "the natives of the island or barbarians." His Excellency Yuan, the former Viceroy, had during his office begged the Board of Foreign Affairs to open negotiations with the German Minister in Peking regarding the ill-treatment of Chinese labourers in that possession.

His Excellency failed to see his way to allow the foreign firm in question to get a further supply of Chinese coolies from Swatow, and has accordingly instructed the Taitai for the Promotion of Industry to inform the deputy in charge of the Bureau of Foreign Affairs at Swatow of the same.

INFLAMMATORY ARTICLES.

The Board of Foreign Affairs has telegraphed to the Canton Viceroy that the French Minister at Peking had protested against the appearance of inflammatory articles in the native press of Kwangtung against the action of the government of Annam. The French Minister held that these articles have not only defamed the government of Annam, but they were liable to create trouble. Not long ago one of the native papers published, in the province of Yunnan, articles of a similar nature, and their entry into Annam was prohibited by the Government. In his despatch to the Board of Foreign Affairs, the Minister said if the papers in Kwangtung were to continue publishing articles of this description, similar restrictions would be forced upon them. The Board of Foreign Affairs is of opinion that the appearance of those articles will tend to break the good relationship of the two countries, and cause trouble on the frontier. The board has requested the Canton Viceroy to stop this practice.

AMERICAN NEWS.

[Via Manila.]

Washington, May 9.—Insurgent leaders near the American line have got beyond the control of general Madero, and refuse to lay down their arms. Dispatches received at the state department tell of further fighting along the American border between the rebels and the troops of Diaz. The rebels were successful in capturing the town of Juarez and afterwards withdrew from the place toward the interior.

In the fighting that preceded the capture of the town, five Americans were killed and twelve wounded by stray bullets from the conflict which reached the city of El Paso, Texas.

Washington, May 9.—Senator Jacob H. Gallinger has been elected president pro tem of the United States Senate to succeed Senator Frye of Maine, who recently resigned to return to the floor of the Senate.

Washington, May 9.—The free list amendment to the McCall Canadian reciprocity bill, presented recently by Representative Oscar W. Underwood of Alabama, has passed the House of Representatives.

LOG BOOK.

The U.S. gunboat Helena left Shanghai on the 6th instant.

The Italian cruiser Calabrial left Shanghai on the 6th instant.

H. M. S. Flora left Shanghai on the 4th instant.

The C.M.S. Anping left Tientsin for Shanghai on the 6th inst.

The U. S. gunboat Villalobos left Shanghai on the 6th instant.

PIRATES AT HAINAN.

On April 27th, a band of 100 or more pirates entered Kachok market and looted the town. The pirates were armed with good rifles and had plenty of ammunition. All the principal shops were looted of money and goods which the pirates compelled coolies to carry.

The attack was well planned and executed. The pirates are Cantonese-speaking, and some have been recognized as formerly connected with gambling companies.

From Kaur'a (in the mainland) word was sent early to the district magistrate. The band, 195 in all, counting carriers retired in good order, without noise or stugging and even under good control of their leaders. No insult or annoyance was offered to the foreign compound, which is close by the road by which the pirates passed. They were evidently after loot.

Word has been sent to the Taitai, and it is hoped that a telegram may bring either a Chinese gunboat or a Customs cruiser to intercept the pirates on their way home. They seem to have landed about twenty miles from Kachok and to have marched by night. Kachok is a large market town, next in size to the port (Hoikow), about seventy-five miles south of Hoikow, and about twelve miles inland. —"N. C. D. News."

SUNDAY SERVICES.

Peak Church.—Holy Communion, at 8 a.m. every Sunday.

Union Church, Kennedy Road. Minister—Rev. C. H. Hickling 11 a.m. Worship, Hymns, 463, 464, 440, Christ, 37, Anthem, "God shall wipe away all tears" (Field), 6 p.m. Worship, Hymns, 380, 509, 212, 190 and 215.

St Peter's Church, Queen's Road, West.—4th Sunday after Easter, 14th May, 1911. Matins, 11 a.m. Venite, Alecock; Psalms, Robinson, Cooke, Dupuis; Te Deum, Russell, Jones, Pye; Benedictus, Langdon; Hymns, 217, 570 (1st tune); 319 (2nd tune), 219. Evensong, 6.30 p.m. Psalms, Smart, Purcell, Felton, Woodward; Magnificat, Jones, 12 a.m.; Nunc dimittis, Wesley; Hymns 50, 136, 356 (1st tune), 542. Sunday School 10 to 10.45 a.m.

St. John's Cathedral, Hongkong.—14th May: 4th Sunday after Easter. Holy Communion, 8.15 a.m. Matins, 11 a.m.: Responses, Foral; Venite, Alecock; Psalms, Robinson; Te Deum, Lawes, Cooke and Hopkins; Benedictus, Langdon; Hymns, 35, 290 and 225. N.B.—Psalm 71, verses 1, 2, 7, 12, 20 in unison. N.B.—Psalm 27, verses 1, 2, 8, 17, 18, 19 in unison. Evensong 5.45 p.m. Responses, Foral. Psalms, of the 14th evening. Magnificat, Nunc Dimittis, Walmesley in D minor. Anthem, "God shall wipe away."—Field. Hymns, 220 and 28. Voluntary, "Ecce—Widor." N.B.—Psalm 73, verses 1, 2, 11, 12, 21, 27 in unison. N.B.—Psalm 74, verses 1, 11, 13, 19, 23, 24 in unison.

St. Andrew's Church, Nathan Road, Kowloon.—4th Sunday after Easter, 14th May, 1911. Morning Service at 11 a.m. Holy Communion at noon. Sunday School at 2.30 p.m. in British School. Evening Service at 6 p.m. Services on Sunday:—Holy Communion on 1st, 2nd and 4th Sundays at 8 a.m. Holy Communion on 1st, 3rd and 5th Sundays at noon. Morning Prayer at 11 a.m., Evening prayer at 6 p.m.

POLICE COURT.

Last night Chief Excise Officer, G. Hogarth arrested a Chinese in Bolder Street, for selling a quantity of prepared opium, and also for selling opium to which a false trade description had been attached, with the intent to defraud the opium farmer.

To-day the prisoner was brought up at the magistracy and dealt with on both charges. For selling prepared opium he was ordered to pay a fine of \$50 or go to prison for a month with hard labor, and on the second he was sentenced to three months' hard labor without the option of a fine.

COMMERCIAL.

HONGKONG SHARES.

Messrs. Kadoorie and Co., in their weekly share report, state that business has been on a somewhat larger scale, with a slight tendency to improvement.

Rubber shares show the reflection of the depression, and the quotation for fine hard Para comes from London at 4s. 10d. per lb.

The Banks drawing rate on London is 1s. 9.3-d. on demand and the T.T. rate on Shanghai is 74.3-4.

COAL MARKET.

Messrs. Hughes and Hough, coal brokers, report that there has been very little doing as regards sales this week.

FREIGHT CIRCULAR.

Messrs. Lamke and Rogge report:—The freight market all through the fortnight has been ruling exceedingly quiet, and although there is not much of a demand, still some freights not leaving sufficient margin to owners remain unanswered. Tonnage trading South is very light, and if only inquiries from the usual quarters, especially Saigon, would come forward and help to accelerate resumption of chartering business, rate should immediately stiffen considerably. Unfortunately there is a great scarcity of grain at Saigon, and prospects for this month's loading are poor. Latest reports from the North are also not very encouraging if the rice export from the Yangtze ports does not increase sufficiently to keep liners well employed in their own sphere. Saigon Hongkong business has continued devoid of animation, rates now stands 12 cents per picul. Early during the fortnight the local rice market showed some improvement, but the abnormal scarcity of grain at Saigon did not allow of fresh business on a large scale. Regular liners were more than sufficient to lift what cargo was offering, and consequently no outsiders could be placed.

SHANGHAI SHARES.

Shanghai, May 8, 1911. Matsushipping, etc., in Langkat, Ltd. Tls. 95 cash. Cheong Rubber Tls. 3.3-4 cash. Kamunting Rubber Co. Tls. 6.1-2 cash. Anglo-Java Estates, Ltd. Tls. 0.1-4 cash. Hall and Holtz, Ltd. \$18.40 cash. Shanghai Gas Co., Ltd. Tls. 100 cash.

SHANGHAI TRADE.

Messrs. Albert and Co.'s report on the piece good market states:—The principal enquiry has been for yarn for Szechwan, which output has bought about 8,000 bales from stock mostly of Indian spinnings, and the market is consequently rather firmer in tone, though values have not appreciated to any material extent. Hankow is taking more interest in purchases again and is picking up a few small lines of medium and low quality 10 lbs. shirtings. White shirtings also are in good demand, but there is quite a famine of stock of these goods; shipments, however, on the way are said to be plentiful, and this is borne out by the export figures, which are above the average for the time of year.

Clearances of dyed and fancy goods for nearly all dependencies continue active, with exception of fast black cotton Italians, which have been overdone at auctions. The movement of plain staples is on the whole showing an appreciable falling off however, but this is no more than usual for the time of year.

Home manufacturers continue to show a very firm front when any attempt at new business is made, their sufficiency of engagements enabling them to adopt an independent attitude.

LAWN BOWLS.

The Police and the Taikeo representatives met in a friendly match on the Taikeo Green this afternoon. The Police team consisted of the following:—

No. 1 rink—W. Cameron (skip), W. Stuart, D. Gourlay, J. J. Watt. No. 2 rink—D. McHardy (skip), R. Fenton, J. Grant, K. McLennan. No. 3 rink—W. Withers (skip), A. C. Langley, W. W. Cooper, W. Gerard. No. 4 rink—W. Pitt (skip), W. Robertson, A. Glendinning, A. Clark. Reserves:—G. Baker, D. McDonald, Jas. Grant, P. Angus.

THE NEW OPIUM AGREEMENT.

The opium arrangement of 1907 between Great Britain and China is continued under the following conditions:—

1. China will annually diminish production proportionately to the diminution of Indian export until extinction in 1917.

2. Recognizing China's success in prohibition, Great Britain agrees that the Indian importation shall cease earlier, if native production ceases.

3. Indian opium shall not be conveyed into provinces where local suppression is proved, providing that Shanghai and Canton are the last ports closed.

4. Great Britain is granted facilities for, and the right of, investigating diminution in China.

5. China is granted similar rights in respect of packing and sales in India.

6. On China's undertaking to levy a uniform tax on Chinese opium, Great Britain agrees to a consolidated import tax of Tls. 350 per chest.

7. China will forthwith remove provincial restrictions on wholesale Indian opium, and will not permit further taxation at the port of entry. Otherwise Great Britain will suspend and terminate the agreement.

8. Indian exports, which are not to exceed 30,000 chests in 1911, with annual reduction of 6,100 chests, will be numbered and sealed.

9. The agreement can be modified by mutual arrangement.

10. The agreement is to become operative immediately.

11. In the annex it is stated that lists are being prepared of the Indian opium stored at Hongkong and bonded in the treaty ports. This opium is eligible for entry within the next seven days at the former duty. Other uncertificated opium is to be debarred. Two months hence, in addition to the regular reduction, a third of these totals is to be deducted from the annual Indian import. —"N.C.D. News."

CHINESE IDEA OF JUSTICE.

A CURIOUS LAW.

There is a most peculiar law in China which makes the landlord of the house, in which a criminal lives, responsible for the crimes of his tenant. A leading article in the native press utters a bitter comment on the injustice of the law in this respect, and says that the justice of China cannot be compared with that of Europe. Recently the houses closed up by the government in connection with the outbreak at Canton were confiscated, on the grounds that it was a serious kind of crime on the part of the landlord, to fail to find out the character of his tenants, before he let a house to them.

Offences of this kind, says the paper, are only small affairs and a slight fine would have been sufficient. This kind of justice can only do harm to the people and the officials are robbing them of their property. If the owners have to pay such a heavy penalty for such a thing the officials at Canton ought to be punished instead of being rewarded, for neglecting to do their duty in failing to find out the plot before the outbreak.

For months the anarchists had been mapping their plans, under the very eyes of the officials, but they were left alone. The crime committed by the officials is far more serious than that of the landlords. The article winds up by asking "How can the people be expected to be happy when property is not protected?"

BILLIARDS.

The final stages in the Y.M.C.A. billiard handicap have been reached, the finalists being Capt. Nicholson and Mr. J. L. McPherson. The finals of the two classes was played on Thursday, between Captain Nicholson and Mr. Grant, in the A Class, and between Mr. McPherson and Mr. Grant in the B Class.

The news from Formosa is not very encouraging to the Japanese. Vehement resistance is being made by the aborigines. Evidently the progress of the Aiyu line is slow. The aborigines are convinced that the struggle has for them the character of life or death.

CORONATION CELEBRATION FUND.

ADDITIONAL LIST OF SUBSCRIPTIONS.

Chinese Mining & Eng. Co.	\$250
H. M. H. Nemazee	200
A. M. Essabhooy	200
N. Mody & Co.	150
F. P. Talati	100
Soc. Francaise des Charbonnages du Tonkin	100
J. M. Alves	100
H. Skott & Co.	100
Soc. des Missions Etrangeres	50
R. Ruttonj & Son	50
Wm. Powell Ltd.	50
Chinoy & Co.	50
Dr. J. M. Atkinson	30
Mrs. Esther Oliver	25
J. Morooki	25
E. M. Bishop	10
F. H. Thomas	10
J. R. Boyes	10
E. D. Kotwall	10
H. A. Macintyre	10
H. C. Jones	5
W. D. McCullane	5
A. O. E. Elborough	5
L. Evans	5
W. H. Stewart	5
A. R. M. Balokhall	5
R. P. Thurstield	5
A. C. Leith	5
A. W. W. Walkinshaw	5
John C. Roberts	5
H. G. Hogarty	5
C. Towns	5
R. Bruce	5
A. B. Dunnott	5
W. M. Sutherland	5
K. R. Fordo	5
G. M. Dalgety	5
W. Ross	5
F. G. Walker	5
Wong Puk Tann	3
Fung Cheung Ling	3
S. Paul	3
Lam Wing Kwai	2
Tso Kwai Pang	2
Lo Wa Kan	2
Wong Lin Hop	2
Tam Tak Pui	2
Maik Nam Woon	2
Lam Ngam Cheun	2
Chu Teze Sang	2
Ip Chuen Lam	1
Ho Kai Shing	1
F. H. Wyvill	1

We have received the following letter for publication:—

Committee Room, Supreme Court, Hongkong, 13th May, 1911. Dear Monsieur Berindoguo, Please accept from myself, and the General Committee, best thanks for your generous subscription to the Coronation Celebrations Fund from the Banque de l'Indo Chine. The foreign community is making common cause with the subjects of the King; and in your case we gladly realise that the cordial intent of your donation lies in entirely with the "entente cordiale" between our two nations. Believe me, very sincerely yours (sd.) F. T. Piggott, Chairman.

RIOT IN CANTON.

About nine o'clock on Tuesday night a somewhat serious affray occurred just outside the Lok Shin Theatre, Sai Kwan. It is usual when spectators wish to leave the theatre, intending to return, to have the theatre's chop made on their tickets. A number of men left the theatre without taking this precaution and when they returned they were denied admission. A quarrel ensued with the gate-keeper, which resulted in a fight. During the melee the policeman on duty at the gate arrested one of the fighters and this led to a commotion. People outside rushed into the theatre and a free fight ensued. One policeman and the gatekeeper were wounded and then the disturbance developed into a riot.

The district bravos endeavoured to restore order, but were stoned by the rioters and had to beat a hasty retreat. Li, a police officer, sought the aid of the Self Government Investigation Society, and Mr. Tang, with many others, made for the scene. They were joined by members of the Red Cross Society. Mr. Tang addressed the rioters as well as he could considering the noise, and asked them to cease. The excited and riotous crowd then gave way, and Mr. Tang and his men entered the theatre and safely escorted the audience out. The women were taken to the police station, and on their way there the police had to stop their advance at the point of their guns. The women were afterwards conducted to their homes in chairs. The riot ended about eleven o'clock just as the soldiers from the Garrison arrived.

To-day's Advertisements.

PACIFIC MAIL STEAMSHIP COMPANY.

A PUBLIC AUCTION will be held at SHANGHAI on

TUESDAY, May 23rd, 1911, when on behalf of those concerned the HULL, MACHINERY and APPURTENANCES of the wrecked steamship "ASIA"

will be offered for sale as they now lie off Finger-Rock, Lat. 28° 24' N. Long. 121° 54' E. The CARGO now aboard will also be offered for sale at the same time and place.

FRED. J. HALTON, Agent. Hongkong, 18th May, 1911. [1128]

NOTICE.

LA FEDERALE MARINE INSURANCE CO., LTD., ZUERICH.

WE hereby beg to inform the public that the agency of the above Company has been handed over to us by Messrs. DADY BURJOR & CO. and that they do not accept any risk for account of the above Company from date.

HEUSER, EBERIUS & CO. Hongkong, 18th May, 1911. [1124]

NOTICE.

NOTICE is hereby given that the power so far held by Mr. J. EMIL MEYER to SIGN our FIRM per procuration has been withdrawn from this date.

GARRELS, BORNER & Co., Shanghai, Hongkong and Hankow. Hongkong, 18th May, 1911. [1126]

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES. FROM EUROPE, COLOMBO & STRAITS.

THE Steamship

"BRECONSHIRE," arriving from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited; whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 26th inst., at 9 a.m., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on 19th inst., at 10.30 a.m. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., LTD., Agents. Hongkong, 18th May, 1911. [1126]

NOTICE.

I HAVE this day established myself as GENERAL MERCHANT and COMMISSION AGENT at No. 15 Prince's Building, 2nd Floor, under the firm name of DE SOUSA & Co.

E. V. M. R. DE SOUSA. Hongkong, 10th May, 1911. [1116]

Intimations

BUTTER.

OUR

"DAISY" BUTTER is the finest quality Table Butter imported.

We stock three other brands at prices to suit all.

The Dairy Farm Co., Limited.

POPULAR "ASAHI" BEER



Note our Price \$12.00 per case containing 4 dozen quarts or 6 dozen pints. Hongkong, 7th April, 1911. [84]

To-day's Advertisements



The Peninsular & Oriental Steam Navigation Company.

STEAM FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"DEVANHA," Captain H. Powell, carrying His Majesty's mails, will be despatched from this for Bombay, &c., on SATURDAY, the 27th May, 1911, at Noon, taking passengers and cargo in connection with the Company's s.s. "Oblina," 1,900 tons, from Colombo; passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay by the s.s. "Caledonia," due in London on the 6th July, 1911.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent. Hongkong, 13th May, 1911. [4]

CONNOISSEURS

ARE

UNANIMOUS

AS TO THE SUPERIORITY OF

MARTELL'S

(THREE STAR)

BRANDY

OVER ALL OTHERS.

Martell's is used by the Government Civil, the Royal Naval and the Military Hospital in preference to other Brands.

SOLE AGENTS:—

H. PRICE & CO. LTD.

12, Queen's Road Central,

HONGKONG.

Hongkong, 18th May, 1911.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.
The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec, &c. (Subject to alteration.) Connecting with Royal Mail Atlantic Steamers.

From Hongkong
"EMPEROR OF JAPAN" Sails, May 20. "EMPEROR OF BRITAIN" Sails, June 16.
"EMPEROR OF CHINA" Sails, June 10. "ALLAN LINE" Sails, July 7.
"EMPEROR OF INDIA" Sails, July 1. "EMPEROR OF IRELAND" Sails, July 28.
"EMPEROR OF JAPAN" Sails, July 22. "ALLAN LINE" Sails, Aug. 18.
"EMPEROR OF CHINA" Sails, Aug. 12. "EMPEROR OF BRITAIN" Sails, Sept. 8.

From Quebec
"Empress" Steamers will depart from Hongkong at 6 p.m. 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).....\$71.10.

Passengers for Europe have the option of going forward by a Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rate (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families.

Full particulars of application from Agents.

Through Passengers are allowed stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (Terminals Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port.....\$43. Via New York.....\$45.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. GRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For Steamship On
SHANGHAI.....KWONGSANG.....Sunday, 14th May, 9 a.m.
SHANGHAI v. SWATOW.....CHOYSANG.....Sunday, 14th May, 9 a.m.
SANDAKAN.....MAUSANG.....Monday, 15th May, Noon.
TIENTSIN.....CHIPSUNG.....Wed. day, 17th May, Noon.
SHANGHAI, KOBE, & MOJI.....POOKSANG.....Monday, 29th May, Noon.
SINGAPORE, PENANG, & CALCUTTA.....KUTSANG.....Wed. day, 31st May, Noon.

RETURN TOURS TO JAPAN, (Occupying 21 days).
The steamers "Kutsang," "Nauwang," and "Pooksang" leave about every 8 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chiofoo, Tientsin & Newchwang.

† Taking Cargo on Through Bills of Lading to Kuant, Lahad Dato, Singapore, Tawau, Usukan, Jesselton & Labuan.

For Freight or Passage, apply to JARDINE MATTHEWSON & CO., LD.
Telephone No. 215.
Hongkong, 12th May, 1911.

BANK LINE, LTD.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, SEATTLE and PORTLAND (Or.) via SHANGHAI and JAPANESE PORTS.

Steamer	Tons	Captain	On or about
"KUMERIC".....	6,252	G. B. McGill	30th May
"LUCERIO".....	6,100	J. Mathie	30th June

* Not calling at Shanghai.
To be followed by other steamers of the Company at regular intervals.

The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, Central and South America.

Will call at Amoy and Keelung if sufficient inducement offers.

The Steamers of the Line are of the most modern type, have excellent accommodation for stowage passengers and a limited accommodation for Cabin passengers; they are fitted throughout with Electric light, the "Lucerio" and "Oriente" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Ports.

For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED,
KING'S BUILDING, Praya Central.

Telephone No. 780,
Hongkong, 1st May, 1911.

JEBSEN & CO., KING'S BUILDING.

Proposed Sailings of Steamers for HOIHOW—HAIPHONG—PAKHOL.

For Steamship Captain Tons Sails on
HOIHOW, PAK- "Triumph".....1,760.....May 14, 9 a.m.
HOI & PHONG

The steamers are of the most modern type, fitted throughout with Electric Light and have splendid accommodation.

For further particulars as to passage and freight, apply to

JEBSEN & CO.
Telephone 805.
Hongkong, 12th May, 1911.

Shipping—Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATIONS.	STEAMERS.	SAILING DATES, 1911
MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID....	MISHIMA MARU, Capt. A. E. Moses, Tons 9,000 KAGA MARU, Capt. M. Hagino, Tons 7,000 ATSUTA MARU, Capt. Wm. Thompson, T. 2,000	WEDNESDAY, 24th May, at Daylight. WEDNESDAY, 7th June, at Daylight. WEDNESDAY, 21st June, at Daylight.

VICTORIA, B.C., & SEATTLE... KAMAKURA MARU, Capt. B. Kon, Tons 7,000, SATURDAY, 20th May, from KOBE

VICTORIA, B.C., & SEATTLE via KAWLON, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU & YOKOHAMA
AWA MARU, Capt. Iizawa, Tons 7,900, TUESDAY, 23rd May, at 4 p.m.
INABA MARU, Capt. S. Tomihaga, Tons 7,000, TUESDAY, 20th June, at 4 p.m.

SYDNEY & MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE.....
YAWATA MARU, Capt. J. Nagao, Tons, 5,000, FRIDAY, 9th June, at Noon.
NIKKO MARU, Capt. M. Yagi, Tons 5,000, FRIDAY, 7th July, at Noon.

BOMBAY via SINGAPORE & COLOMBO... COLOMBO MARU, Capt. Salter, Tons 5000, TUESDAY, 16th May.

SHANGHAI, MOJI & KOBE... CEYLON MARU, Capt. F. Pyne, Tons 5,000, WEDNESDAY, 24th May.

KOBE and YOKOHAMA... HITACHI MARU, Capt. T. Yamawaki, T. 7,000, THURSDAY, 25th May, at 11 a.m.

NAGASAKI, KOBE and YOKOHAMA... NIKKO MARU, Capt. M. Yagi, Tons 5,000, WEDNESDAY, 7th June, at 1 o'clock.

† Fitted with new system of wireless telegraphy. † Cargo only.

‡ Carries deck passengers.

CHEAPEST SUMMER RATES

between

HONGKONG and JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911

Special Excursion Tickets (1st & 2nd class) available for 3 months.

	YOKOHAMA	KOBE	MOJI	NAGASAKI
RETURN.	RETURN.	RETURN.	RETURN.	RETURN.
1st Class.....	\$120	\$110	\$100	\$90
2nd ".....	\$ 80	\$ 70	\$ 60	\$ 50

With option of rail between steamers calling ports in Japan.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern and Northern Pacific Railways and Atlantic Steamers. Round-the-World Tickets also issued.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Clinton Road.

T. KUSUMOTO, Manager.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamship To Sail
SHANGHAI....."CHENAN".....13th May, M'night.
MANILA, CEBU & ILOILO....."TAMING".....16th " 4 p.m.
SHANGHAI....."LUOWHOW".....18th " 4 p.m.
TIENTSIN....."HUICHOW".....20th " 4 p.m.
MANILA, CEBU & ILOILO....."TEAN".....23rd " 4 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A Duty qualified Doctor in carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE.—Twin Screw Steamers "Teon" and "Taming," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck, aft. saloon accommodation of s.s. "Kaifong" is situated on deck, aft.

SHANGHAI LINE.—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chenan, Linan, Chihua)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at ten o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage apply to

BUTTERFIELD & SWIRE
Telephone No. 38,
Hongkong, 12th May, 1911.

Shipping—Steamers

HAMBURG-AMERIKA LINE

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts Gesellschaft "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO.

Marseilles, Havre, Bremen and Hamburg and to New York.

Taking cargo at Through rates to all European Northern Continental British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.	HOMEWARD.
For Shanghai, Kobe & Yokohama: S.S. Scandia.....18th May S.S. Slavonia.....4th June S.S. Segedin.....15th June S.S. Sjozia.....1st July S.S. Sileia.....12th July C. Ferd. Lueisz.....28th July	For Rotterdam, Hamburg & Antwerp: S.S. Sachsen.....25th May For Marseilles, Havre & Hamburg: S.S. Bayern.....25th May For Rotterdam & Hamburg: S.S. Aradnia.....1st June For Havre, Bremen & Hamburg: S.S. Friderichs.....9th June For Marseilles, Havre & Hamburg: S.S. Scandia.....23rd June

For Particulars, apply to—

Hamburg-Amerika Linie,
Hongkong Office.



HONGKONG PHILIPPINES STEAMSHIP CO.

Steamship.	Tons.	Captain.	For	Sailing Date.
ZAFIRO.....	4000	M. C. Smith.	MANILA, CEBU & ILOILO	SATURDAY, 20th May, 4 p.m.
RUBI.....	4000	S. Crosby...	MANILA, CEBU & ILOILO	TUESDAY, 30th May, 4 p.m.

For Freight or Passage apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 11th May, 1911.

A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHOL.

Highest Class, Fastest and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.

Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For Steamship Captain Tons Leaving
PAKHOL & HAIPHONG....."Hanol".....May 15, 10 a.m.
HAIPHONG....."Hongkong".....Carnegie, 8'00.....Uncertain.

For Freight and Passage, apply to

A. R. MARTY,
24, Des Voeux Road.

Telephone 118.

Hongkong, 9th May, 1911.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE (SUBJECT TO MODIFICATION.)

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
St. Albans.....	May 5.	May 27th, at Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co., Agents.

TOYO KISEN KAISHA Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE
Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.
PROPOSED SAILING FROM HONGKONG (SUBJECT TO ALTERATION.)

Steamer	Tons	Captain	Date of Sailing
Nippon Maru.....	11,000	H. S. Smith	Friday, June 1, 1 p.m.

* Triple Screw, turbine engines. * Twin Screw.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office. The Twin Screw Steamer "NIPPON MARU" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU, YOKOHAMA and HONOLULU, on FRIDAY, the 2nd June, at 1 p.m.

SOUTH-AMERICAN LINE.

(In connection with NATIONAL RAILWAY OF MEXICO at MANZANILLO.)
Only Regular Direct Service to Mexican, Peruvian and Chilean Ports.
(PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).)

Steamer	Tons	Captain	Date of Sailing
Hongkong Maru.....	11,000	H. Hinokuma	Saturday, June 7, 1 p.m.
Kiyo Maru.....	17,200	H. Nishi	Tuesday, Aug. 7, 1 p.m.
Buyo Maru.....	10,500	K. Hashimoto	Saturday, Oct. 1, 1 p.m.

The Steam "HONGKONG MARU" will be despatched for MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO and CORONEL on SATURDAY, 17th June, at 1 p.m.
For Further Particulars as to Passage and Freight, apply to
K. MATSUDA, Local Manager.
KING'S BUILDING (Opposite Blake Pier).

OUR CONTEMPORARIES.

WHAT THEY THINK.

China Mail.

A SCHEME WHICH FAILED.

If our documents are trustworthy, it would appear that the Reformers have considerably modified earlier intentions in regard to the fate of the Manchus. To those who are at all familiar with the Chinese, it was clear from the first that every effort would be made not to molest foreigners. The reason for this was two-fold. First, it was known that it would be fatally impolitic for the Reformers to embroil themselves with foreign nations; next, it is pretty evident that they desire to reverse the old attitude, and, generally, to live on friendly terms with foreigners. Many of these Reformers, have too, been in foreign countries, and though a few may now and again have been rather brusquely treated, they know that, on the whole, they have been well received and have seen enough to know that to-day sound and just principles guide most civilized nations in their dealings one with another. It is gratifying to note, also, that the Reformers have modified their intention to take revenge upon the Manchus as such, and that narrow racial distinctions were no longer to be encouraged. On the whole, the Revolutionists do not appear to have been such a terribly blood-thirsty lot as they were represented to be.

Daily Press.

CHINESE FINANCE.

Of late, however, it has been very evident that the question of finance, including currency reform, has been more competently handled in Peking, and the taking up of a foreign loan of ten millions sterling mainly for the purpose of Currency reform is a most hopeful indication of progress along very sound lines. A foreign adviser is to be appointed, and one of his first duties will be to report upon the scheme already prepared, in accordance with the edict of May 24, 1910, by the Chinese, and mainly by Chien-chi-kuo, a Cantonese graduate of Yale, and at present Vice-President of the Government Bank, which, under the currency reform, will have a monopoly of the issue of bank notes. The scheme, the "Times" correspondent says, is considered sound; the difficulty will be its efficient administration. It is a great pity that a gold standard is not to be introduced. Japan had eventually to adopt a gold standard—at a price; and China may have to do it earlier than she thinks if she is to maintain stability of trade with foreign countries. It will be a pity if China's silver currency becomes debased like that of South American Republics; still worse if a paper currency, even more debased, is forced upon her for business purposes, with the enormous expansion of trade that is ahead; but we shall be the better able to estimate the probabilities when the details of the scheme are published.

South China Morning Post.

INTER-RACIAL HARMONY.

Henceforth, it is hoped that it will be impossible to deny the existence of a solid body of opinion among the most highly placed and the most highly cultured in favour of just, respectful, and friendly relations between the different races of the world. Could there be a nobler method of celebrating the birth of a new era, of removing prejudices and suspicions and correcting misunderstandings than this forthcoming assembly of representatives of the races? Inspired with the noblest ideas, meeting as friends on an equal platform, this great Congress of the races should prove an imposing and world moving demonstration, the outcome of which, we venture to predict, will be the eventual establishment of confidence, mutual good will and sympathy between the different peoples of the earth.

More than 100,000 famine refugees are reported in the Native Press to be coming South, owing to the cessation at Chungkingpu in the distribution of rice congee.

CHILDREN'S COLUMN.

THE SUNBEAM.

"Do you know which mother has the most children? It is Mrs. Sun, who lives in the sky. Just think of the many, many Sunbeams that come down, every day, to warm and light the earth; they are her children. Mother Sun has sometimes a great deal of trouble with her large family; but they also give her much happiness, especially when she sees how busily they work for her."

Her greatest joy comes in the evening when she calls all her little Sunbeam children to bed. Then they come, one after the other, some tired, some quite fresh and gay; and they tell the day's happenings, and laugh and enjoy one another.

Who can tell more interesting stories than the Sunbeams? Now listen and I will tell you what one of them told her mother, yesterday evening.

"I heard something quite new, to-day," said the Sunbeam, "something I did not know before. Through an open window, I looked into a little room. There sat a dear old lady in an armchair. On her lap were a great many flowers: tulips, snowdrops and violets."

"On a footstool near by, sat a little girl. She had just come back from the woods and had brought her grandmother the flowers. She must have enjoyed this walk very much, because she talked and laughed all at once, and sometimes clapped her hands in delight."

"I think the grandmother was blind, for when I shone directly on her face to see if she wore happy, too, she did not shut her eyes like other people, nor did she turn her head away. But I saw that the little girl made her happy, because she laughed and nodded."

"How I should like to go into the forest again, and smell the pine trees, and see the sunshine, and hear the birds sing!" said the grandmother.

"Then, for a minute, little Anna was sad. She knew that her dear, good grandmother was weak and ill, and would never go into the forest again. For a moment, she sat very still and thought 'But, dear grandmother! she almost shouted, then sprang up and kissed the old lady. 'Grandmother, I have something to tell you. To-morrow I am going to the woods again, and I shall bring back, oh, so many flowers and pine branches, and I shall put them all around you, so you may smell them, and then you can think you are really in the woods. I shall drag your armchair right into the sun, and then I shall sing you a little song. You know the one you like so much.'"

"When I looked into the grandmother's eyes again, I saw two great tears roll down. But they must have been tears of joy, for her face was very bright and happy. She drew the little maiden to her and stroked her golden curls saying, 'Thank you, little Sunbeam!'"

"Now, what do you think of that? Are there really Sunbeams that look like people? Did you know that before?"

"No," said the others, and were much astonished.

"Then is the little girl our sister? We must ask mother."

So they asked Mother Sun, and she said, "The little girl is not one of your sisters, for she is not a real Sunbeam, only one of Mother Earth's children. But I will tell you why the grandmother called her 'one. Don't you see wherever you Sunbeams go, you make it warm and bright and gay. Everywhere that the sun shines, it seems more cheerful. The little girl makes the life of the poor blind grandmother bright and happy, and so the grandmother calls her a Sunbeam. Anna is like a Sunbeam so you must love her like a sister."

"So we shall, so we shall," cried all the Sunbeams together. "I shall give her a kiss, to-morrow when she wakes," said one. "I shall shine on the rosebuds in her garden, so that they will open soon," said another. "I shall make the cherries ripen on her trees," said a third. "And I know what I shall do. In the garden are some dolls' clothes. I am sure little Anna hung them up. I shall shine on them until they are dry," said a fourth. "And I," shouted

another, "to-morrow early, when she comes into the garden, I shall shine on the dewdrops that hang on the flowers and grass, so that they may shimmer with lovely colors—red, and green, and gold, and purple. I think that will please her."

And all these things they did. Now, tell me, children—wouldn't you like to be a brother or a sister to a Sunbeam?

"BIG BEN" IN ERROR.

Big Ben, of Westminster, made a slight slip from the path of veracity the other day by solemnly booming out at ten o'clock, and deliberately sticking ten at a quarter past. Persons accustomed to trust to the accuracy of Ben's chime as they trust to Monday following Sunday, were enormously alarmed. Not the least particular were employees in offices and shops with the sound of Ben's thunderous tongue who, accustomed to intercept the time of day from the chime without troubling to scan the clock face, stood on tip-toe after the twelve o'clock waiting for the other nine which never came. The consternation on the face of the clock was set at rest during the day by explanations from Messrs. Dent, of the Strand, the official guardians of the great clock. In pursuance of a contract entered into some time ago, Messrs. Dent have been installing an electrical winding apparatus to take the place of the old system of winding by manual labour on the crank method. In order not to stop Ben altogether, the operations of instituting the new system have been delicate, and the lapse at ten o'clock was really due to the holding up of the striking mechanism by the electricians, to enable the perfecting of a certain part of the electrical installation. At 11 o'clock Ben resumed his normal practice of telling the truth and Messrs. Dent gave every assurance for his future good and truthful behaviour.

FUN WITH ROYAL INITIALS.

Caroline Fox, in her memorials, under date of May 24, 1837 (Queen Victoria's birthday), jots down an egregious pun reported by her famous kinsman, Charles James Fox.

"Uncle Charles dined with us to-day. He was delighted and dazzled by the display on the Queen's Day, and mentioned a right merry quibble perpetrated by my Lord Albemarle, who on her Majesty's saying, 'I wonder if my good people of London are as glad to see me as I am to see them?' pointed out, as their immediate Cockney answer to the query, 'V.R.'"

Jokes run in cycles. Sixty-five years later Edward VII. was on the English throne. Sir Walter Parratt, professor of music at the University of Oxford, was practising with part of his band in the music room at Windsor Palace, where all the furniture was covered with sheets bearing the royal cipher.

Suddenly he turned to the musicians and said, "We all know that the King is King; but why is he?"

The men looked astonished; but said nothing.

"Because E. R. of course!" chuckled Sir Walter as he pointed to the initials around him.

A more humorous jest of this sort is found in the Life of Richard H. Barham, author of the "Ingoldsby Legends."

On the night of January 25, 1842, the late King of England was christened Albert Edward. Barham going out to see the illumination, and observing in almost every window the initials A. E., heard some one say (most likely it was himself):

"Ah, he'll make acquaintance with the other three vowels before he comes of age!"

When Napoleon III. celebrated his first birthday after becoming Emperor, the city of Paris was fully illuminated, and a conspicuous feature was the initial N in the centre of a flaming laurel crown.

"The Emperor seems to be very popular," suggested an English visitor.

"His friend replied, 'Not at all. It's a drop of N. mis.'"

The pun cannot be translated; but its point may be inferred if it be hinted that N. mis. would be pronounced the same as 'enemy' (enemy).

ENTERTAINMENTS.

BLOU SCENIC THEATRE.

(FLOWER STREET.)

CINEMATOGRAPH VAUDEVILLE

and

THE FLOWER STREET PIERROTS.

GRACE WILSON.
GRACE VYBEENE. MAY MAXWELL.
CHAS. MACKAY. BOB STEPHENSON.
IN A REFINED ENTERTAINMENT.
ELECTRIC FANS T. ROUGHOUT THEATRE.
Sole Hand Bills.
Lessee and Manager: R. H. STEPHENSON.

[87]



THE "GARRICK" CIGARETTES

(handmade).

Manufactured from the Highest Grades of Bright Virginia Tobacco and packed in Air tight tins of 50.

Sold Everywhere.

LAMBERT & BUTLER, ENGLAND.



TRADE MARK

THE BERNESE ALPS MILK CO

STALDEN-EMMENTHAL, SWITZERLAND.

"No. 10" SCOTCH WHISKY.

BOTTLED AT DUNDEE, SCOTLAND.

Agents: F. BLACKHEAD & CO., HONGKONG & CHINA.

[98]

CLARK & CO.

Scientific

Opticians

YORK BUILDINGS,

CHATER ROAD,

Ground Floor

WANG HING, Jeweller.

THE LARGEST COLLECTION OF SILVER-WARE IN THE COLONY.

10, QUEEN'S ROAD CENTRAL.

[1098]

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work Electrical Drives, Hydraulic & Pneumatic Tools, installed throughout the Works.

50-ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets and Metal Specimens.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE or QUAY-ELECTRIC OVERHEAD CRANES throughout the Works Raising up to 100 Tons. Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.

MANAGERS: Mr. A. M. B. BUTTERFIELD & SWIRE, HONGKONG, CHINA & JAPAN.

ENTERTAINMENTS.

THE "Empire" Cinematograph Theatre,

Des Vaux Road Central.

THE HOUSE OF GOOD THINGS.

UP-TO-DATE SPLENDID FILMS.

A Big Hit of the Eminent Artists Mr. Falanto.....BARITONE Miss Salvati.....SOPRANO Miss Bascanti.....Do.
HIGH-CLASS MUSIC.
2 Performances: 7.15 & 9.15 p.m.
Matinees:
Saturdays & Sundays, 4.30 p.m.
Coming, the well-known Troupe CHING-LING-FOO.
Hongkong, 6th May, 1911. [862]

VICTORIA SKATING RINK

Next Door to the Empire.

This Rink will be open during the month of May, from 4 p.m. to 8 p.m.
8 SESSIONS DAILY: 5 to 7 p.m. 7.15 to 8.45 p.m. 9 to 11 p.m.
Hongkong, 6th May, 1911. [890]

THE BRITISH-FOREIGN IMPORT & EXPORT COMPANY, Central Buildings, Liverpool, England, is prepared to receive Consignments of Local Produce on best terms. [185]

M. E. CHEUNG.

ART PHOTOGRAPHER

HONGKONG.

TELEPHONE NO. 1013.

DEVELOPING, PRINTING & ENLARGING.
Hongkong, 1st May, 1911. [1099]

MAN CHEONG,

10, WELLINGTON STREET CENTRAL, HONGKONG.

SWATOW DRAWING WORK.

Gentlemen and Ladies.

TAILORS & OUTFITTERS.
Embroidery, Pongee Silk, Glass Cloth, Canton Silk and Laces, &c., &c.
Hongkong, 28th January, 1911. [885]

STEAM LAUNDRY CO. 6

YAU-MAT.

Established 1899.

THE only successful Steam Laundry in the Far East. The only Laundry in the Colony under European Supervision.

Filled Water. Regular Delivery, Flannels and underwear washed by skilled Japanese.

Monthly rates quoted. Dry cleaning a specialty. Depot No. 4, Des Vaux Road, Aroosa, Tel. K92.

R. WOOD, Manager.
Hongkong, 1st Mar., 1911. [981]

'PHONE 482.

HONGKONG MOTOR GARAGE.

TRY OUR

New 40 H. Power

RUBY COLOUR CARS

Carry 6 Passengers.

THE BEST AND NOISELESS

. \$8 p r hour

DRAGON CYCLE DEPOT,

63, Des Vaux Road Central. [41]

Shipping-Steamers.

DOUGLAS STEAMSHIP CO. LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHEW AND RETURN.

(Occupying 9 to 10 days.)

HAITAN... Capt. J. S. Rouch... TUESDAY, 16th May, at 11 a.m.
HAIKING... Capt. W. C. Passmore... FRIDAY, 19th May, at 11 a.m.
HAIYANG... Capt. A. E. Hodgkins... TUESDAY, 23rd May, at 11 a.m.

FOR SWATOW AND RETURN. (Occupying 3 Days.)

HALMUN... Capt. J. W. Evans... SUNDAY, 14th May, at 10 a.m.
WEDNESDAY, 17th May, at 11 a.m.

Steamers will arrive at, and depart from the Company's Wharf near Blake Pier.

For Freight and Passage, apply to Douglas, LaPrak & Co., General Managers.

[957]

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between JAVA, CHINA and JAPAN.

Expected on or about From: Will leave on or about: For:
Tjibodas... JAPAN... 1st half May... 1st half May
Tjimat... JAPAN... 1st half May... 2nd half May
Tjipanas... JAPAN... 2nd half May... 2nd half May
Tjiki... JAPAN... 2nd half May... 2nd half May
Tjilong... SHANGHAI... 1st half June... 1st half June
Tjitaroem... JAPAN... 1st half June... 1st half June
Tjilatjap... JAPAN... 2nd half June... 2nd half June

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of cabin passengers, and will take cargo to all Ports in Netherlands-India on through B/I.

For particulars of Freight and Passage, apply to the JAVA-CHINA-JAPAN LIJN, York Buildings. [974]

Telephone No. 375

'SHIRE' LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM & ANTWERP.

THE Steamship "PLINTSHIRE."

Captain G. C. Cundy, will be despatched as above about 18th inst. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd. Agents. Hongkong, 5th May, 1911. [1073]

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship "ARRATON APCAR."

Captain G. F. Hudson, will be despatched for the above ports on TUESDAY, the 16th inst., at Noon. The Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor. RETURN TOURS TO JAPAN (occupying 20 days). Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip \$120. For Freight or Passage, apply to DAVID SASSOON & Co. LD. Agents. Hongkong, 10th May, 1911. [1117]

THE AMERICAN & ORIENTAL LINE.

FOR NEW YORK (With liberty to call at the Malabar Coast).

"AFGHAN PRINCE," Captain Thomas, will be despatched for the above port on TUESDAY, the 23rd inst. For Freight and Passage, apply to ARNOLD, KARBURG & Co., General Agents. Hongkong, 11th May, 1911. [1061]

A LING & CO.

FURNITURE AND PHOTO SUPPLIES.

DEVELOPING, PRINTING AND ENLARGING. 19, Queen's Road. [863]

WM. POWELL, LIMITED.

GENTS' OUTFITTERS.

NEW GOODS

ENGLISH MADE

White Canvas

AND Buckskin

Shoes.

SMART SHAPES

28, Queen's Road, (Central). Hongkong, 24th April, 1911. [1044]

TSANG KWONG COMPANY.

ELECTRICAL AND GAS CONTRACTORS.

230, Des Vaux Road Central. Telephone No. 600. Hongkong, 2nd Jan., 1911. [78]

GRANITE & MARBLE

Monuments

Repairs

C. E. WARREN & CO.

WING KEE & CO.

47-49, Connaught Rd. Hongkong, 24th April, 1911. [1044]

SHIPHANDLERS

PROVISION & COAL

MERCHANTS

THE ANTI-MANCHU FEELING.

CANTON WILL "HIDE HER TIME."

Writing on the anti-Manchu feeling prevalent to-day, the "Shanghai Mercury" says:—
 "We see their descendants, degenerate and more or less despicable, to-day. But the physical despotism which took the place of the moral autocracy to which the Chinese were accustomed was nowhere more cordially hated than in Canton and the south generally. As early as the beginning of the seventeenth century the Triad secret society, virulently anti-Manchu, had been formed. And it must be confessed that the Cantonese had grounds for their rebellious feelings. They had held out longer than the rest of the country and they felt the heel of the conqueror with greater force. It was all the more galling that they had been vanquished by those who were certainly their inferiors in all but one quality—the fighting quality. The Chinese were morally superior, and intellectually far ahead. As time went on it was found that while the Chinese had to slave hard to pass examinations, the Manchus, ignorant and lazy, got their post by right of birth. The riches wrung from the produce of the south made their rulers lazier. Corruption followed; Chinese principles were violated in every direction; extortion led to tyranny, and tyranny to rebellion of the Taipings type."

To this day the anti-Manchu feeling has never been permitted to die out in Canton, this antagonism has militated not a little against the appointment of Southern men to high posts. Comparison of the numbers taken from the various provinces will show that the south has been marked dangerous. All this naturally acts and reacts, and as the Cantonese and Fokienese are amongst the most capable men of China, the matter is one of grave import. But if Canton is wise, she will quietly bide her time. At present, judging from the information at our disposal, we are face to face with a rebellion only and that not of first-rate importance. There is, however, in progress one of the few, and that the most fundamental, of Chinese revolutions. It is making its way rapidly and is judged by Chinese standards, but if left alone, as we sincerely hope it will be, it will prove to be of that evolutionary type with which we are familiar in British history, and will thus prove only a readjustment to suit a new environment. All who wish well to China should do their utmost to gain for her time and opportunity for this essential advance. With it, her rise is sure. Without it her political destiny is doomed."

MARINE COURT.

Several cases were disposed of by Commissioner C. W. Beckwith this morning. In one case, ten Chinese were charged by Constable Brooks with unlawfully remaining in Causeway Bay Refuge without a written permit on the 12th inst. All the ten pleaded not guilty, but the Magistrate believed the constable and five were fined \$5, or 14 days' hard labour, and five \$2, or 7 days. The fines were paid.

The next complainant was Revenue Officer Wilden, who charged Chan Ki, master of the steam-launch Sam Ching, with disregarding the rules of the road on the 9th inst. Accused pleaded guilty and was fined \$15, or one month's hard labour. It appears that the Revenue launch "Pink" was on her way across to Kowloon when she met the launch Sam Ching and a serious collision would have occurred if the Pink had not changed her course, going hard a-port.

W. R. Sutton charged Chan Kun, master of the steam-launch Po Cheong, with carrying 13 passengers in excess. The defendant pleaded guilty. He was represented by Mr. R. A. Harding. The launch ply between Sam Chun and Hongkong and the defence was that he did not know that there was excess on board until under way, when collections were made. Taking this into consideration, the defendant was fined \$25, or one month's hard labour.

FILIPINOS FOR HAWAII.

Our representative had a very interesting chat with Ex-senator Pinkham at the Hongkong Hotel, on the subject of the emigration of the Filipinos to Hawaii, a matter in which Mr. Pinkham is very busily engaged.

Speaking of the characteristics of the Filipino Mr. Pinkham said that they are, if anything, an underdog race. In some parts of the island there is a great excess of population, and in periods of drought they are necessarily confined to a very limited supply of food, in spite of the fact that there are millions of acres of uncultivated land in the islands. The Filipino is very much attached to his home, and out of sentiment wishes to remain in the land in which his forefathers lived. Consequently, it is with great difficulty they can get him to move, even in the Philippines, to localities that would be greatly to his benefit.

Besides this, a great number of people have very limited means, and cannot make more on that account. However, they are gradually saving, so that they can better themselves, and there is now quite a movement into the Hawaiian Islands.

This movement is being assisted by the Hawaiian sugar planters, and it is found that the men, after having their condition improved by ample food and care, become quite good and satisfactory workers, and far more industrious than they have been given credit for.

Already some 4,500 Filipinos have gone to Hawaii without objection on the part of the authorities, but on the first of January of this year, acting under some misapprehension relative to amoebic dysentery and hookworm disease, they became somewhat sensationally critical. They rejected a good number of emigrants and returned them to the Philippines by way of Hongkong. They finally became convinced that the trouble about amoebic dysentery was wholly unfounded, and at the present time the only disease which is causing any apprehension is the hookworm disease.

"Will the Filipino labour be any cheaper than that which you have already got?" asked our representative.

"We don't expect them to work any cheaper," was the reply.

The "Follies" left Shanghai this morning by the Sicilia and will arrive here on Tuesday next. They will perform at the Theatre Royal on Wednesday, Thursday, Friday and Saturday next. Owing to being fog-bound from Tientsin, they were prevented from coming by the Delta and performing at the Theatre Royal last night and to-night.

To-day's Advertisement.

CALLS ON SHARES.

ONE hundred Tangkah shares, standing in the name of Major A. E. RICHARDS:
 14,686/735
 52,376/3024

Please note that unless the call of 5s per share, due on 30th July, 1911, is paid immediately, the company threaten to forfeit these shares.

WRIGHT & HORNBY.
 Hongkong, 13th May, 1911. [1197]

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the rates of Subscription to the Hongkong Telegraph (daily and weekly issues) will be as follows:—

DAILY—\$36 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger.

Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)

There will be no rebate to Miscellaneous subscribers as heretofore.

By Order,

THE MANAGER.

"Hongkong Telegraph."

Hongkong, 22nd December, 1909. [87]

COMMERCIAL.

EXCHANGE.

Selling.	
London—Bank T.T.	1/9 1/16
Do. Demand	1/9 1/16
Do. 4 months sight	1/9 1/16
France—Bank T.T.	2 2/3
America—Bank T.T.	1/8 1/2
Germany—Bank T.T.	1/8 1/2
India T.T.	1/8 1/2
Do. Demand	1/8 1/2
Shanghai—Bank T.T.	7 3/4
Sing.—Bank T.T. per H.K.	\$100 7 3/4
Japan—Bank T.T.	89
Java—Bank T.T.	109
Buying.	
1 months' sight L/O	1/10 1/16
6 months' sight L/O	1/10 1/16
30 days' sight San Francisco	40
4 months' sight do.	40
30 days' sight Sydney & Melbourne	5 1/16
4 months' sight France	2 2/3
6 months' sight do.	2 2/3
4 months' sight Germany	1/8 1/2
Bar Silver	21 1/16
Bank of England mto	3 1/2
Sovereign	\$19.94

SHIPPING NEWS.

MAILS DUE.

Indian (G. Apar) 15th inst.
 German (Gneiss) 16th inst.
 German (Derfflinger) 17th inst.
 German (P. Sigismund) 18th inst.
 American (Korea) 19th inst.
 German (Coblenz) 29th inst.
 American (Siberia) 30th inst.
 American (China) 6th prox.

The Canadian Pacific Railway Company's R.M.S. Montevideo, which left here on the 18th ult., arrived at Vancouver on the 11th inst.

The Bank Line Str. Strathdallo arrived at Vancouver, B.C., on the 13th inst.

The P.M.S.S. Co. s.s. Korea has been postponed to sail from this port 28th May, at noon.

ARRIVALS.

Lyeemoo, Ger. s.s., 1,238, Pilgrim, 12th May—Saigon 9th May, Rice and Gen.—H. A. L.
 Empress of Japan, Br. s.s., 3,039, S. Robinson, 12th May—Vancouver 23rd April and Shanghai 9th May. Mail and Gen.—C. P. R. Co.
 Elax, Nor. s.s., 2,571, J. Milner, 12th May—Shanghai 8th May, Bullast.—A. P. & Co.
 Eclipse, Br. s.s., 2,395, White, 12th May—New York 1st Jan. Kerosine Oil—Standard Oil Co.
 Delta, Br. s.s., 4,780, E. P. Martin, a.s.s., 13th May—Shanghai 9th May, Mail and Gen.—P. & O. S. N. Co.
 Johanne, Ger. s.s., 952, M. Iphand, 13th May—Haiphong 10th and Hoihow 12th May, Rice.—J. & Co.
 Seang Bee, Br. s.s., 3,781, J. Travis, 13th May—Singapore 8th May Gen.—Seang Tai Hong & Co.
 Titan, Br. s.s., 5,725, Evans, 12th May—Manila 10th May, Gen.—B. & S.
 Breconshire, Br. s.s., 8,955, J. M. Tomlinson, 13th May—Singapore 6th May, Gen.—J. M. & Co.
 Kwangsang, Br. s.s., 1,356, Richard, 13th May—Canton 12th May, Gen.—J. M. & Co.

DELTA, Br. s.s., 4,780, E. P. Martin, a.s.s., 13th May—Shanghai 9th May, Mail and Gen.—P. & O. S. N. Co.

JOHANNES, Ger. s.s., 952, M. Iphand, 13th May—Haiphong 10th and Hoihow 12th May, Rice.—J. & Co.

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DELTA, Br. s.s., 4,780, E. P. Martin, a.s.s., 13th May—Shanghai 9th May, Mail and Gen.—P. & O. S. N. Co.

Per Johanne, arrived on 13th May from Haiphong and Hoihow.

Cottrean, Mr. & Diederich, Mr.

Mrs.

Per Delta, arrived on 13th May from Shanghai.

Cochran, Dr. T. Jannato, H.

Ching Ching Yi Souza, Mr. and

Daniels, S.

Fionstan, J. Wallman, E.

PASSENGERS DEPARTED.

Per Tenyo-maru, for San Francisco, &c., on 12th May.

Aurell, S. McDaniel, Mrs.

Aitken, T. D. Macolusson, R.

Beeson, Mr. and Ngai, L.

Mrs. E. C. and O'Neill, Mr. and

child.

Bolk, F. W. Porter, S.

Burr, Mr. & Mrs. Putnam, G.

F. H. Puigdelongas

Brissell, Lieut. & Quinn, J.

Rushton, W. F. Russell, L. G.

children.

Bulan, C. Rippell, J.

Bates, Miss G. Richardson, R.

Bruchut, Lt. Col. & Mrs.

Bischoff, C. Richards, Mrs.

Byon, J. W. C.

Carroll, L. R. Rothschild, H.

Churchill, Mrs. Misses (2)

child & infant. Rhoades, R. H.

Cohn, Miss L. V. Stok, J. E. Van

der

Ching, K. Screws, Lieut. &

Carroll, W. J. Mrs. W. R. &

Carroll, Mrs. R. child

and child

Ellis, Mrs. and Stone, Mr. and

Miss M. Mrs. C. L. &

Friedman, A. infant

Gilman, Rev. Safey, E.

Gardner, J. Smith, E.

Garrett. Tsutsumi, M.

Hiratsuk, H. Turler, C. C.

Hans, Master J. Taylor, Mr. and

Flint, M. D. Mrs. W.

Kadoorie, Mr. & Thomas, C. B.

Mrs. E. S. Turner, G.

Laundy, Mr. & Villeneuve, Mr.

Mrs. W. H. & Mrs. J. N.

children

Lyne, Rev. J. W.

Leiser, Mr. and Wood, J. M.

Mrs. F. O. & Wanzor, Miss L.

infant

Main, Mrs. A. Williams, W.

nurse, and 2

children

Munro, R. L. Young, Mrs. A.

Munro, Mrs. H.

Miller, K. Yang, L.

Min, H. L. Youker, Miss

PASSENGERS EXPECTED.

Per Hitachi Maru, from London,

15th April.—Mr. I. Macdonald,

Mrs. E. Macdonald, Miss A. C.

Macdonald, Miss I. Paul, Com-

mander Muto, Mr. S. Tokushigi,

M. T. Saiki and Mr. S. Futatsugi.

VESSLS IN PORT.

BRAMEN.

Aennania, Br. s.s., 600, C. Lyson,

10th May—Sydney via Is-

lands 25th Mar. Kopm.—

S. & Co.

Arratoon Apar, Br. s.s., 2931, G.

F. Hudson, 11th May—Singapore

8th May, Gen.—O. S. K.

Dorwent, Br. s.s., 1,560, J. Jenkins,

11th May—Singapore 7th May,

Rice and Gen.—Man Fat &

Co.

Haimun, Br. s.s., 541, J. W. Evans,

12th May—Singapore 11th

May, Gen.—D. L. & Co.

Hanoi, Fr. s.s., 739, G. Bouhier,

11th May—Haiphong and

Pakhoi 8th May, Gen.—A.

R. Marly.

Loongmoon, Ger. s.s., 1,245, W.

Vogeler, 4th May—Saigon

30th April, Gen.—Chinese.

Loosok, Ger. s.s., 1,020, G. Schultzen,

12th May—Singapore 6th

May, Gen.—B. & S.

Mausang, Br. s.s., 1,644, G. S.

Weigall, 7th May—Sanda-

kan 1st May, Timber and

Gen.—J. M. & Co.

Merapi, Br. s.s., 1,480, E. Uldall,

6th May—Semarang and

Singapore 29th April, Sugar.

—Kin Ty Loon & Co.

Michael, Ger. s.s., 951, J.

Petersen, 3rd May—Moji

27th April, Coal.—J. & Co.

Peria, Am. s.s., 2,744, A. Lockett, 6th

May—San Francisco